

BUICK

'68

OWNER'S MANUAL



LeSABRE
WILDCAT
ELECTRA 225

CLASSIC **CAR** ARCHIVE

THE MARK OF EXCELLENCE



MARK OF EXCELLENCE

This is the General Motors mark of excellence that appears on all Buick motor vehicles.

We use it in the same spirit with which craftsmen, through the centuries, have used a personal mark to identify the products of their skills: We are proud of the things we make, and we want our customers to be able to identify them easily and to know that we stand behind them.

Whenever you see this mark of excellence, you can be certain that it represents our very finest in design and engineering... that it has been built with care and dedication... and that it offers all the quality, reliability, safety and value that you have come to expect from Buick.

WARRANTY

When purchased new, your Buick is covered by the Buick New Vehicle Warranty and Policy on Buick Owner Service, both of which are contained in your Owner Protection Plan booklet given to you by your Authorized Buick Dealer at the time of delivery.

All information contained in this booklet is based on the latest product information available at the time of printing. The right is reserved to make changes at any time without notice.

**BUICK MOTOR DIVISION
GENERAL MOTORS CORPORATION
FLINT, MICHIGAN 48550**

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CLASSIC

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Important
Safety and
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Information
To Help You

Enjoy The
Maximum
In Vehicle
Satisfaction

Highway Safety depends on . . .

1. *You, The Driver*
2. *The Condition of Your Vehicle*
3. *The Traffic and Highway Conditions*

. . . BE SURE YOU UNDERSTAND ALL THREE!

Remember Proper operation, periodic maintenance and safety inspections help provide . . .

- *Economical Operation of Your Vehicle*
- *Safety for You and Your Passengers*
- *Dependable Transportation*

OBSERVE ALL TRAFFIC LAWS — MAKE SAFE DRIVING A HABIT

SAFE DRIVER CHECK LIST

- | | |
|--|---|
| <input type="checkbox"/> BRAKES
Pedal travel
Fluid level | <input type="checkbox"/> OBSERVE ROAD AND WEATHER CONDITIONS AND DRIVE ACCORDINGLY |
| <input type="checkbox"/> LIGHTS
Burned-out/broken bulbs
Headlamp aim | <input type="checkbox"/> ADJUST SEATS AND MIRRORS FOR CLEAR VISION AND SAFE DRIVING |
| <input type="checkbox"/> TURN SIGNAL AND HAZARD WARNING FLASHER
Proper operation of lights and Dash indicators | <input type="checkbox"/> LOOK AROUND BEFORE DRIVING AWAY FROM WHERE YOU ARE PARKED |
| <input type="checkbox"/> TIRES
Check tire pressure regularly
Cuts and bruises
Uneven wear
Remaining tread | <input type="checkbox"/> STEERING AND WHEEL ALIGNMENT
Excessive play in wheel
Bent wheels |
| <input type="checkbox"/> MAKE SAFETY BELTS A HABIT
Buckle up for safety | <input type="checkbox"/> WINDSHIELD WIPERS AND WASHERS
Condition of wiper blades
Operation of washer |
| <input type="checkbox"/> GLASS AND MIRRORS
Cracked, broken or missing | <input type="checkbox"/> WINDSHIELD DE-ICER AND DEFOGGER
Proper operation |
| <input type="checkbox"/> BE SURE YOU ARE MENTALLY AND PHYSICALLY ALERT | <input type="checkbox"/> HORN
Proper operation |
| | <input type="checkbox"/> EXHAUST SYSTEM
Check for mounting, leaks, missing or damaged parts |

Don't invite car theft! An unlocked car with the keys still in the ignition offers both opportunity and temptation.

Remember always to lock ignition, lock all doors . . . TAKE THE KEY!

NOTE: Your 1968 Buick features as standard equipment a buzzer device which will activate when the driver's door is opened and the key left in the switch. Heed its warning—let it also serve to remind you to lock all doors.

The identification number of your vehicle is located on the instrument panel and is visible from the outside. It is also stamped prominently on the engine and transmission. These precautions have been taken for your protection to aid the apprehension of thieves and the recovery of stolen vehicles, engines and transmissions and to serve as a deterrent to theft itself.

QUICK REFERENCE OF SAFETY AND THEFT INFORMATION

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A WORD ABOUT . . .

Vehicle Safety and the Initial Federal Motor Vehicle Safety Standards

Buick has for many years been a leader in the field of automotive safety. Almost every advance in design and engineering since the inception of the industry has contributed to the safety, reliability and durability of our cars. Continuation of this important and vital trend is exemplified in your 1968 Buick. Important safety advances are designed to aid in avoiding accidents and in reducing injuries during the accident and as a result of the accident.

But remember — it takes more than a safe car to avoid accidents. Observe all traffic laws, make safe driving a habit and maintain your car in top condition.

Your new 1968 Buick conformed to all federal motor vehicle safety standards applicable at time of manufacture. Effectiveness of these safety features can best be continued through periodic vehicle inspection and regular maintenance.

The initial Federal Motor Vehicle Safety Standards encompass a number of systems on all passenger cars. To promote better understanding of these standards, following are those standards applicable to passenger cars, and the purpose and scope of each.

INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

(Effective January 1, 1968) *

Amendment to certain of these Standards and additional Standards that would apply to 1968 Model passenger cars manufactured after January 1, 1968 were under consideration by the National Safety Bureau at the time this Owner's Manual was prepared.

STANDARD NO. 101

Control Location and Identification

Purpose and Scope. This standard specifies the requirements for location and identification of certain controls to facilitate their selection and ensure their accessibility.

STANDARD NO. 102

Transmission Shift Lever Sequence, Starter Interlock and Transmission Braking Effect

Purpose and Scope. This standard specifies the requirements for the transmission shift lever sequence, a starter interlock, and for a braking effect of automatic transmissions, to reduce the likelihood of shifting errors, starter engagement with vehicle in drive position, and to provide supplemental braking at speeds below 25 miles per hour.

STANDARD NO. 103

Windshield Defrosting and Defogging

Purpose and Scope. This standard specifies requirements for providing vision through the windshield during frosting and fogging conditions.

STANDARD NO. 104

Windshield Wiping and Washing Systems

Purpose and Scope. This standard specifies requirements for windshield wiping and washing systems.

STANDARD NO. 105

Hydraulic Service Brake, Emergency Brake, and Parking Brake Systems

Purpose and Scope. This standard specifies requirements for hydraulic service brake, emergency brake, and parking brake systems intended to ensure adequate braking performance under normal and emergency conditions.

STANDARD NO. 106

Hydraulic Brake Hoses

Purpose and Scope. This standard specifies requirements for hydraulic brake hoses that will reduce brake failures due to fluid leakage.

STANDARD NO. 107

Reflecting Surfaces

Purpose and Scope. This standard specifies reflecting surface requirements for certain vehicle components in the driver's field of view.

STANDARD NO. 111

Rearview Mirrors

Purpose and Scope. This standard specifies requirements for rearview mirrors to provide the driver with a clear and reasonably unobstructed view to the rear.

STANDARD NO. 203

Impact Protection for the Driver from Steering Control System

Purpose and Scope. This standard specifies requirements for steering control systems that will minimize chest, neck, and facial injuries to the driver as a result of impact.

INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS (Continued)

STANDARD NO. 204

Steering Control Rearward Displacement

Purpose and Scope. This standard specifies requirements limiting the rearward displacement of the steering control into the passenger compartment to reduce the likelihood of chest, neck, or head injury.

STANDARD NO. 205

Glazing Materials

Purpose and Scope. This standard specifies requirements for glazing materials to reduce lacerations to the face, scalp, and neck, and to minimize the possibility of occupants being thrown through the vehicle windows in collisions.

STANDARD NO. 206

Door Latches and Door Hinge Systems

Purpose and Scope. This standard specifies load requirements for door latches and door hinge systems to minimize the probability of occupants being thrown from the vehicle in a collision.

STANDARD NO. 207

Anchorage of Seats

Purpose and Scope. This standard establishes requirements for seats, their attachment assemblies, and their installation to minimize the possibility of failure by forces acting on the seat as a result of vehicle impact.

STANDARD NO. 208

Seat Belt Installations

Purpose and Scope. This standard establishes requirements for seat belt installations.

STANDARD NO. 209 *

Seat Belt Assemblies

Purpose and Scope. This standard specifies requirements for seat belt assemblies.

STANDARD NO. 210

Seat Belt Assembly Anchorages

Purpose and Scope. This standard specifies the requirements for seat belt assembly anchorages to ensure proper location for effective occupant restraint and reduce likelihood of failure in collisions.

STANDARD NO. 211

Wheel Nuts, Wheel Discs, and Hub Caps

Purpose and Scope. This standard precludes the use of wheel nuts, wheel discs, and hub caps that constitute a hazard to pedestrians and cyclists.

STANDARD NO. 301

Fuel Tanks, Fuel Tank Filler Pipes, and Fuel Tank Connections

Purpose and Scope. This standard specifies requirements for the integrity and security of fuel tanks, fuel tank filler pipes, and fuel tank connections to minimize fire hazard as a result of collision.

PUBLIC LAW 87-637 (1962) *

An Act to provide that hydraulic brake fluid sold or shipped in commerce for use in motor vehicles shall meet certain specifications prescribed by the Secretary of Commerce. The requirements of this law were issued as standards when the National Traffic and Motor Vehicle Act of 1966 was enacted.

* The seat (lap) belt and brake fluid standards are applicable to all 1968 models of affected vehicles.

OPERATING INSTRUCTIONS

All important driver controls have been located to be within reach of drivers properly restrained by both a seat and shoulder belt, and accessible during driving operations.

Each important control is clearly labeled to provide rapid identification if its function is not readily apparent.

BREAK-IN PERIOD

The precision manufacture of your new Buick has eliminated need for tedious low speed driving during the break-in period. However, it is advantageous to the life of all close-fitting parts to limit speed to a maximum of 65 miles per hour during the first 100 miles with moderate stopping and starting. After the first 100 miles, speeds may be increased gradually as mileage accumulates, but up to 500 miles avoid driving for extended periods at any one speed. Varying the speed and including some higher speeds within the limits of the law, promotes longer life of parts and better economy of oil and gasoline. Never subject your car to full throttle acceleration or high speed until the engine is thoroughly warm.

KEYS

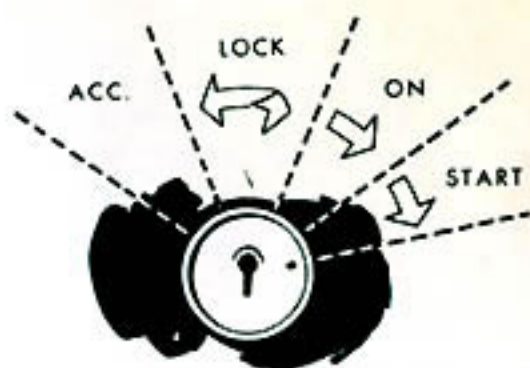
Four keys are provided with your new Buick; two with octagonal heads and two with round heads. The octagonal head keys operate the ignition switch and the door locks. The round head keys operate the glove box lock and the trunk lock.

Before placing a key on your key ring, punch out the small insert bearing the key code number. Keep it in a safe place so if the key is lost a duplicate can be ordered from any GM dealer.



IGNITION SWITCH

The ignition switch has four positions: (1) Accessory, (2) Lock, (3) On, and (4) Start. The key must be in the switch to turn it to any position other than "Lock", and the key can be removed only in the "Lock" position. With the ignition switch in the "Accessory" position the radio or other accessories can be operated without having the ignition on. The ignition switch cannot be turned to the "Accessory" position without first depressing the switch.



A high percentage of car thefts occur because car doors are left unlocked or the key is not removed from the ignition switch. Buicks are equipped with an anti-theft key warning system. Failure to remove the key from the ignition switch when in the LOCK or ACC position will cause a warning buzzer to sound when the left front door is opened.

STARTING THE ENGINE

Automatic Transmission - Place control lever in Park.

Manual Transmission - Place shift lever in neutral and hold clutch pedal to the floor.

Cold Engine - Depress the accelerator pedal to the floor once and release. This presets the automatic choke and throttle.

Warm Engine - Hold the accelerator pedal about one-third of the way down.

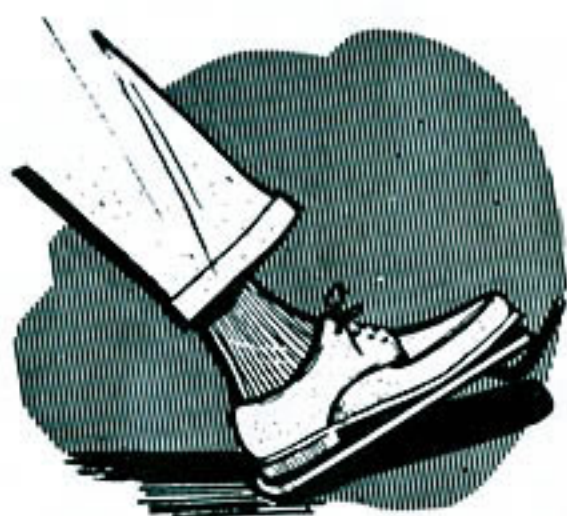
Next, crank the engine by turning the ignition switch to the right; release when the engine starts. As soon as the engine is running smoothly, tap the accelerator pedal to slow the engine down to warm-up speed.

Starting Hints

If the engine should fail to start promptly, check items 1 through 3 below:

1. If the car has been idle for several days, most of the fuel will have evaporated from the carburetor. Pumping the accelerator pedal, while cranking, will pump fuel directly into the engine, and will hasten the start.
2. At low temperatures and slow cranking speeds, one or two pumps of the accelerator pedal, while cranking, will hasten the start. However, excessive pumping will cause flooding. If this should occur, handle as under "flooding."
3. If the engine is warm, but fails to restart promptly, there may be an excess of fuel or "flooding." (This is more likely to occur at low temperatures).

Flooding — Hold the accelerator pedal to the floor (fully depressed) while cranking the engine; this opens the choke to "unload" any excess fuel. When the engine starts, do not immediately release the accelerator pedal, but hold it down until the engine speed increases.



Hot Starting — Starting a car with a hot engine requires sufficient Energizer (battery) capacity. Make certain your Buick's Energizer is in good condition. If a replacement Energizer is purchased it should have at least the capacity rating of the original equipment unit.

Cold Weather Starting — Too heavy an engine oil in cold weather or an out-of-tune engine can cause hard starting. Follow the viscosity recommendations in this manual. Tune-up specifications can be found under "Specifications and Data."

Emergency Starting

If your Buick is equipped with a manual 3-speed transmission, it can be started in an emergency by pushing. When being pushed to start the engine, turn off all unnecessary electrical loads, turn ignition to "ON", depress the clutch and place the shift lever in high gear. Release the clutch when the car speed reaches 10 to 15 miles per hour. Bumpers and other parts contacted by the pushing vehicle should be protected from damage during pushing. Never tow the car to start.

Engines in vehicles with automatic transmissions cannot be started by pushing the car. To start the car when the Energizer is discharged, use an auxiliary battery or Energizer with jumper cables. Be sure to observe correct polarity (positive terminal to positive terminal and negative terminal to negative terminal) when connecting the auxiliary battery to prevent possible damage to the electrical system.

EXHAUST GAS WARNING (CARBON MONOXIDE)

Avoid inhaling exhaust gases especially in an enclosed area such as a garage. Exhaust gases contain a percentage of carbon monoxide which is a potentially lethal gas that, by itself, is tasteless, colorless, and odorless. The exhaust system should be inspected for proper mounting, leaks or missing or damaged parts each time the vehicle is raised for lubrication or oil change service.

SUPER TURBINE TRANSMISSIONS

Automatic transmission shift quadrants of all GM cars continue the uniform sequence of selector positions. This particularly benefits multi-car families and those who occasionally drive other cars. Shift indicators are arranged with "Park" position at one end, followed in sequence by "Reverse", "Neutral" and the forward driving ranges. All automatic transmissions are equipped with a starter interlock system designed to permit starting the engine only when the transmission selector is in the "Park" or "Neutral" position. For additional engine braking effect, as sometimes needed in mountainous driving, place the transmission in an intermediate or low range.

Caution: When parking or leaving the car unattended, even for a few minutes, remove the ignition key, place the selector lever in "Park" position, or in first gear or reverse if manual transmission, and fully apply the parking brake.

On Buicks equipped with steering column shift, the transmission shift control lever must be raised slightly before placing it in PARK, Low (L), or Reverse (R). On Buicks equipped with console shifts, the release button on the shifting lever knob must be depressed to move the lever into these ranges.



Park — This position is to be used in conjunction with the foot-operated "Step On" parking brake. This position must never be used when the car is in motion. Park is one of only two positions (the other is neutral) in which your Buick may be started.

Reverse — For backing. Bring car to complete stop before shifting into this range.

Neutral — This position must be used if towing the car, and can be used when starting the engine.

Drive — For all normal forward driving. This range allows for the acceleration and cruising adequate for all but the most crucial driving situations. If additional speed should be required for passing, press the accelerator pedal hard to the floorboard. The resultant action will give you instantaneous acceleration when you need it most.

Low — To be used when the "going" is particularly tough such as deep snow or sand or on long or steep down grades. The shift from "L" to "D" or vice versa may be made while the car is in motion by merely moving the lever. These shifts should not be made at speeds over 40 miles per hour.

Low L² or L¹ (Super Turbine Transmission - Le Sabre 400, Wildcat, and Electra 225) — The L² position may be selected when traveling down a moderate grade where slight braking action is desired without brake application. Return the selector lever to the drive position for resumption of normal driving.

The L¹ position may be selected for maximum braking down severe grades. The transmission selector lever must be placed into Drive range before the transmission will again upshift into direct drive.

Rocking Car — If it becomes necessary to rock the car to free it from sand, mud or snow, move the selector lever from "D" to "R" in a repeat

pattern while simultaneously applying moderate pressure to the accelerator. Do not race engine. Avoid spinning wheels when trying to free the car.

Cold Weather Note — Engine and transmission oils do not flow as freely in cold weather, so after the engine is started, let it idle for a minute or two before starting out. It's much easier on both engine and transmission.

Towing

Normally your Buick may be towed with all four wheels on the ground for distances up to 50 miles at speeds of less than 35 miles per hour. The engine should be off and the transmission in neutral.

However, the drive wheels (rear wheels) must be raised off the ground or the drive shaft disconnected when the transmission is not operating properly or when a speed of 35 miles per hour or distance of 50 miles will be exceeded.

Caution: If car is towed on its front wheels only, the steering wheel must be secured with the wheels in a straight ahead position.

Trailer Hauling

Passenger cars are designed and intended to be used primarily as passenger conveyances. A trailer cannot be towed behind a passenger car without having some effect on method of operation, durability and economy. Maximum satisfaction and pleasure will be derived through use of proper equipment and avoiding overloads and other abusive operation.

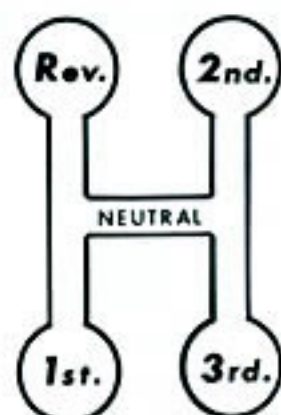


No special equipment is required, other than an appropriate hitch, for Buick cars to handle a trailer with gross weight less than 2,000 pounds in an adequate manner under normal occasional use although tire inflation recommendations outlined in this Manual should be followed. Buick makes light duty trailer hitches available through Buick Dealer

Parts and Accessories Departments. For hauling trailers heavier than 2,000 pounds, it is recommended that an appropriate load equalizing, frame mounted hitch be purchased from a reliable manufacturer. Bumper and axle type hitches are not recommended. Generally trailer tongue loads should be minimized by maintaining proper distribution of the load in the trailer. General information on trailer hauling and optional equipment is available in booklet form and can be obtained from your Buick dealer or by writing to Buick Motor Division, Owner Relations Department, Flint, Michigan 48550.

MANUAL TRANSMISSION — 3-SPEED

All forward gears on the Buick 3-Speed manual transmission are fully synchronized. This transmission is shifted through the standard "H" pattern as shown in the illustration. Before shifting into any gear, depress the clutch pedal and then shift into the desired gear. In first and reverse gears, release the clutch pedal slowly while simultaneously depressing the accelerator pedal. In second and third gears, release the clutch a little faster. This reduces the wear on the clutch and provides smoother operation.



Do's and Don'ts

Don't use second or third gear to accelerate from a stop.

Don't rest left foot on clutch pedal while driving.

Don't coast in neutral.

Do shift gears at moderate rate to allow time for transmission synchronizers to coordinate. "Speed Shifting" is harmful to transmission parts.

Do shut off engine and apply parking brake before leaving car.

Do start car only in neutral.

Do use second gear at slow speeds, (less than 30 miles per hour) when driving in "stop and go" traffic, for improved vehicle performance during acceleration and when descending steep hills.

BRAKES

The service brake system is designed for braking performance under a wide range of driving conditions even when the vehicle is loaded to its full rated vehicle load.

Driving through deep water may affect brake performance. To assure normal operation after being wetted, service brakes must be dried. To dry them quickly, lightly apply the brakes while maintaining a slow forward speed with an assured clear distance ahead until brake performance returns to normal.

Brake System Warning Light

The service brake system is designed so that in the event of a hydraulic fluid leak in one-half of the system the other half still provides some braking action.

A dual purpose brake system warning light is located at the extreme left side of the instrument panel. When the parking brake is applied and the ignition switch is turned to the "ON" position, the warning light glows red to indicate to the operator that the parking brake has not been fully released. This also indicates that the brake warning light is operational. If the light does not come on, have your Buick Dealer correct the trouble as soon as possible. The other function of this light is to indicate a malfunction in the regular braking system. In the event of broken brake lines, major brake fluid loss, air in the brake lines or a pressure deviation between the front and the rear wheel brake lines, the light will come on and stay on while braking. In this event, the vehicle should not be driven until the cause has been determined and, if necessary, corrected.

Note: This device is not to be considered as a substitute for visually checking the fluid level in the master cylinder, which is a normal maintenance item at specified intervals.

Power Brakes

Cars equipped with power brakes use engine vacuum to reduce the braking effort. The system has a vacuum reserve which will supply two or more power assisted brake applications after the engine has stopped. After the vacuum reserve has been exhausted, the vehicle can still be stopped by using greater pedal force.

Parking Brake

The parking brake operates by cables on the rear wheel brakes independent of the regular foot brake hydraulic system. It is applied by **fully** depressing the foot pedal which is located to the lower left side of the front compartment under the instrument panel. The brake system warning light also will be "ON" whenever the parking brake is not fully released and the ignition switch is "ON". The parking brake is released by pulling the "BRAKE RELEASE" lever located directly over the parking brake foot pedal. **Never** drive the car with the parking brake engaged.



Caution: When leaving the car unattended, always place the selector lever in "Park" position (if equipped with an automatic transmission) and fully apply the parking brake.

Automatic Brake Adjusters

All Buicks are equipped with self-adjusting brakes which eliminate periodic brake adjustments. **The self-adjusting mechanism is actuated, as needed, whenever the car is moved in reverse and the brakes are applied.** It is possible, however, for excessive brake pedal travel to develop if the required reverse movement with a brake application does not take place during a prolonged period of stop and go forward driving. Should this occur, the car should be driven backward and forward with the brakes applied at the end of each directional movement, until the brake pedal travel is back to normal. If this procedure fails to restore normal pedal travel, or if any abnormally rapid increase in pedal travel is experienced, immediate inspection should be made by your Authorized Buick Dealer. Care should be exercised to assure that full brake pedal travel cannot be obstructed by improper floor mats or other interfering material under the pedal.

Caution: Brake linings should be periodically inspected for wear. The frequency of this inspection depends upon driving conditions such as traffic or terrain, and also the driving techniques of individual owners. Your Buick Dealer is best qualified to advise you as to how often this inspection should be performed. When brakes require relining, use Genuine General Motors Parts or equivalent.

STEERING

Impact Protection For The Driver

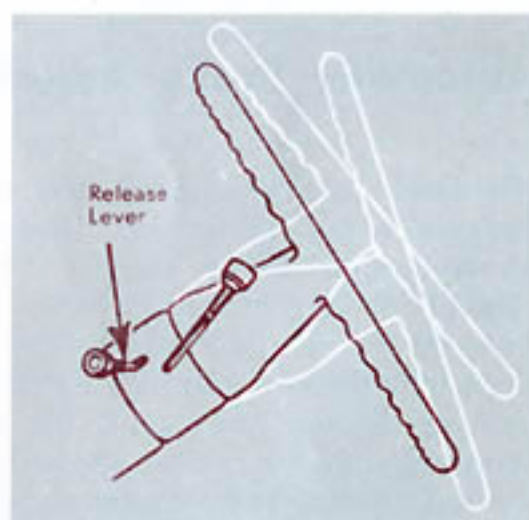
The Buick steering control system, including the General Motors developed Energy Absorbing Steering Column, is designed to reduce injuries to the driver in the event of some front end collisions by compressing at a controlled energy absorbing rate and by limiting the rearward movement of the steering column and wheel into the passenger compartment during the impact and prior to the driver's body contacting the steering wheel because of his forward momentum.

Power Steering

Power steering provides ease in handling, making it more convenient to park and to get into or out of tight places. Power assist is provided by a hydraulic pump driven by the engine. When the engine is not running or if the power steering pump drive belt breaks, there is no power assist and much greater steering effort will be required.

Tilt Steering Wheel

This feature affords the Buick driver ease of entry and exit, and in addition places the steering wheel at the most comfortable and advantageous driving position for his individual size and shape. Pulling the tilt wheel release lever, located on the left side of the steering column, releases the tilt mechanism in the column so that any one of seven positions can be selected.



HOOD RELEASE

The Buick hood is front-opening and counterbalanced for easy operation. To open, locate latch beneath the grille as shown in the illustration. Pull latch and, at the same time, lift up the hood. To close, push down on hood until latch snaps into the locked position.



DOOR LATCHES AND HINGES

The Buick door lock design contributes to passenger safety and to the security of your car and its contents. For example: Strong door latches and sturdy hinges reduce the possibility of the doors being forced open as a result of certain accident situations, thus reducing the probability of a person being thrown from the vehicle.

Front and rear doors can be locked from the inside by depressing the small button located on the upper door panel. All doors can be locked from the outside by simply depressing the interior button, holding the outside door handle plunger and closing the door. Once closed, release the plunger and the door is locked.

The front doors can also be locked, in the usual manner, by using the octagonal shaped key.

All models have as a standard safety feature free wheeling door locks. When the lock buttons are depressed, the door handles become inoperative, preventing inadvertent opening of the doors.

Caution: Do not close the vehicle door by applying pressure on the glass. Always lock the doors when driving as well as when leaving the car unattended.

Power door locks are optional. To lock all doors, simply push the lock control, located on either front door, downward; to unlock all doors, push the control upward. The doors can also be locked or unlocked in the conventional manner, if desired.

AUTOMATIC TRUNK RELEASE

This option permits opening the trunk from inside the car by merely pushing the release button located behind the glove box door.

Note of Caution: Always lock the glove compartment when leaving the car unattended to prevent unauthorized entry into the trunk.

SEATS

Seat Anchorage

Underneath the seat trim are strong steel seat structures, anchored firmly to the body. The seats and anchorages are strong enough to prevent deformation during low-speed impacts, but are designed in such a way that they absorb some energy by yielding to a degree during certain more severe higher-speed impacts.

Seat Back Locks

Folding seat backs are equipped with self-latching mechanisms and release controls designed for the convenience of entering and exiting passengers.



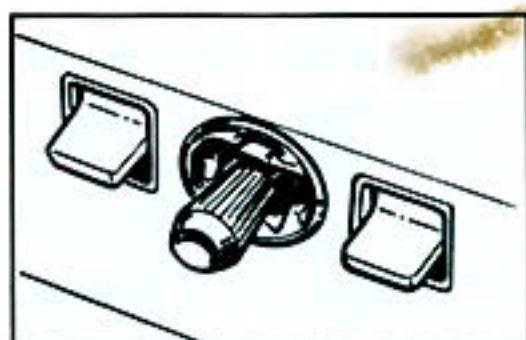
Manually Adjusted Seats

The front seat can be moved forward or rearward by moving the control lever on the driver's side of the seat forward and exerting slight body pressure in the direction desired. The seat is locked in position when the lever is released.

Optional front reclining passenger seat backs with head rests can be tilted rearward by lifting the lever on the passenger side of the seat cushion and exerting slight body pressure.

Power Adjusted Seats

Optional four-way and six-way power seats offer a variety of seat positions through the convenience of electric switches. Move the seat in the direction desired by light finger pressure on the seat switch in the corresponding direction. When the switch is released the seat is locked into position.



Vary the seat position occasionally while on a long trip. You'll find it not only adds to your comfort, but reduces the fatigue caused by sitting in one position too long.

Head Restraints

Head restraints are available for the driver and right front passenger as factory installed options. They can be adjusted to different heights by pulling up or pushing down by hand. Detents provide positive head restraint location. Head restraints should be adjusted, within limits of travel, to contact the center of the back of the head when the head is moved straight back.

REMOVAL:

Raise headrest to full "up" position. Where the support bar (right bar on dual bar type) enters the seat back, insert end of car key into slot in bar escutcheon and move release spring forward.

REARVIEW MIRRORS

Inside and outside rearview mirrors have been carefully designed and located to give the driver a clear and reasonably unobstructed view to the rear of the car. It is not intended that these mirrors be used for reverse operation in reverse gear, or for surveillance of conditions close to the back of the car. It is suggested that the driver turn his head and look to the rear for backing operations, and survey the area close to the back of the car prior to entering the car for the backing operation. The outside mirror and mounting is free of sharp points or edges that could contribute to injury of pedestrians.

The inside rearview mirror incorporates provisions for vertical as well as tilt adjustments to provide better positioning for the driver. The mounting is designed to deflect or collapse under certain impacts. The soft vinyl cover over the mirror support base further protects the occupants.

Caution: It is important that the driver check the mirrors for proper positioning, and that he make frequent use of the mirrors to be constantly aware of the rearward aspect of his total driving situation.

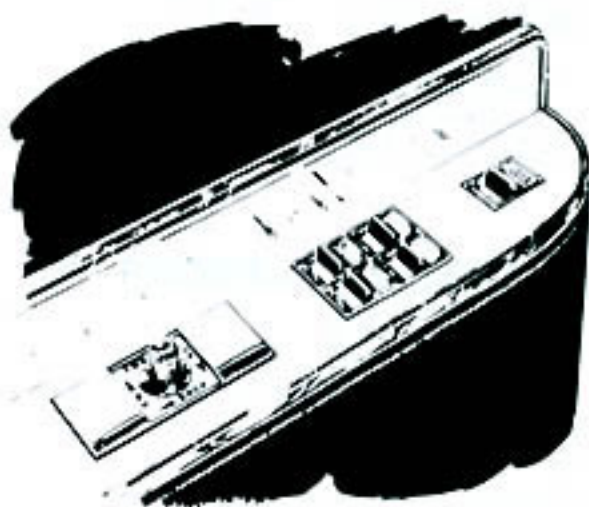
DOOR AND WINDOW GLASS

Both laminated and tempered safety glass are used in the car windows. The laminated glass used in the windshield is tough but resilient, and remains transparent when fractured. The chance of an occupant penetrating the windshield in the event of certain collisions is reduced by the interlayer thus decreasing injury severity. Tempered glass used in the side windows and back windows does not incorporate an interlayer, but shatters into small pieces when broken. These small pieces are characteristically free of sharp edges, greatly reducing laceration potential.

Power Windows

All power windows are wired through the ignition so that windows cannot be operated unless the ignition switch is in the "on" or "accessory" position.

(Reminder: Remove the ignition key when the vehicle is not attended by a responsible person). A master control for all windows is provided at the driver's position. Individual switches are provided under each window for passenger use. If your car is equipped with power vent windows, they are operated by switches located on the front doors.



POSITIVE TRACTION DIFFERENTIAL

The Positive Traction Differential (optional at extra cost) provides additional traction on snow, ice, mud, sand, and gravel, particularly when one rear wheel is on a surface providing poor traction.

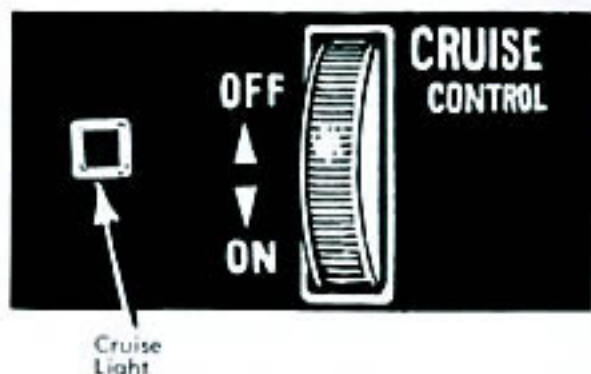
During normal driving and cornering, the unit functions as a standard differential. When one wheel encounters a slippery surface, however, the Positive Traction Differential directs driving force to the rear wheel having the better traction.

Caution: On cars equipped with a Positive Traction Differential, do not run the engine for any reason with one rear wheel off the ground, since the car may drive through the rear wheel remaining on the ground.

Caution: On cars equipped with a Positive Traction Differential, care should be taken to maintain a light throttle when both rear wheels are on a slippery surface. A heavy throttle may cause both rear wheels to spin. This could allow the rear end of the vehicle to slide sideways on a crowned road or when in a turn.

CRUISE MASTER

Long distance turnpike driving can be fatiguing since maintaining a steady accelerator foot pressure restricts the driver's body movement. Freedom from this is possible with the optional Buick Cruise Master control which is a device for maintaining a constant car speed to coincide with posted speed limits or other safe driving conditions.



To Engage - Rotate "Cruise Control" switch down towards "ON" when car reaches the desired speed - system engages as switch is released. When system is engaged, cruise light will glow.

Note: Car speed must be over 30 miles per hour before system functions.

To Disengage - Apply brake pedal
or
Rotate "Cruise Control" switch up towards "OFF"
or
Turn off ignition switch.

To Reset At Different Car Speed - Disengage as noted above and engage again,
or
To reset at a lower speed, rotate switch downward, hold until car coasts down to desired speed, and release switch.
To reset at a higher speed, accelerate to the new desired speed, rotate switch downward, and release switch.

Caution: Do not use the Cruise Master Control when conditions do not warrant maintaining a constant speed, such as in moderate to heavy traffic, or on winding or slippery roads. Under these conditions, the system should not be activated.

REAR WINDOW DEFROSTER

To insure clear vision through the rear window during inclement weather, the Rear Window Defroster has become established as a popular Buick accessory. This unit draws in air from the passenger compartment and directs it against the back window to remove frost or moisture. Its blower has a two-speed control switch on the instrument panel.



AUTOMATIC LEVEL CONTROL

This option automatically maintains the rear standing height of the car at a nearly constant position regardless of load changes. It consists of rear Superlift shock absorbers, air compressor, reservoir tank, and valves. It will be especially appreciated by Buick owners who haul trailers or heavy loads. Because of it, the front end of the car remains level so that steering is normal and headlamp beam position remains as it should. No manipulations or adjustments are required; merely load or unload your Buick and this Automatic Level Control feature will compensate for the change in weight.

RADIOS

Sonomatic Radio

The Sonomatic Radio is an all transistor radio, and is equipped with pushbuttons for preselective tuning of five favorite stations.



Preselecting Stations

To preselect your five favorite stations, proceed as follows:

1. Turn on radio.
2. Pull out pushbutton until it stops.
3. Manually tune to desired station.
4. Fully depress pushbutton.

SUGGESTION: Arrange preselected stations so that dial proceeds successively from lower to higher frequency stations as the push-buttons are depressed from left to right.

If the program sounds shrill or distorted, a correction can generally be effected by adjusting the tuning knob slightly. Tune set so that the low tones are heard best since low tones are more affected by tuning than high tones.

AM-FM Radio

This optional radio offers both AM and FM reception. Although FM broadcasting has the advantage of relative freedom from static and a greater fidelity of

tone, reception limitations should be recognized. Reception is normally limited to 25 miles from the stations. Large objects such as hills or buildings can reflect or cancel signals. In fringe areas where FM reception is weak, station sound may flutter or vary up and down, and static from passing cars may be picked up by your FM radio. When this situation is encountered, it is suggested that you retune your radio to a stronger station.

To set the radio for AM or FM reception, move the AM-FM selector bar to either the right or left. The five pushbuttons may be set for either AM or FM stations. See method of preselecting these stations under Sonomatic Radio.

Best reception will be realized when the antenna is extended to approximately 30 inches.

Rear Seat Speaker

This accessory allows both front and rear passengers to hear the radio at the same level of volume. It also contributes to a balancing of sound throughout the car, so especially pleasing with FM and Stereo. Turning the right, inner radio knob directs the sound to either front or rear speakers, or a blend of both.



AM-FM Stereo Radio

Many FM stations have all or a portion of their programs in stereo. These broadcasts, simply stated, consist of a two channel pickup of a particular performance. The optional Buick AM-FM Stereo Receiver separates these two channels, feeding them to two separate speakers to give life-like realism to the sound.

Operation of the controls is identical to the regular AM-FM radio. Illumination of the "FM" designation identifies the received station as broadcasting in stereo. To balance the two speakers, merely turn the inner, right hand radio knob.

Power Antenna Option

The externally mounted, electrically operated antenna is raised or lowered by operating the ANTENNA switch on the instrument panel. For satisfactory radio operation, the antenna should be extended from half-way to the full up position.

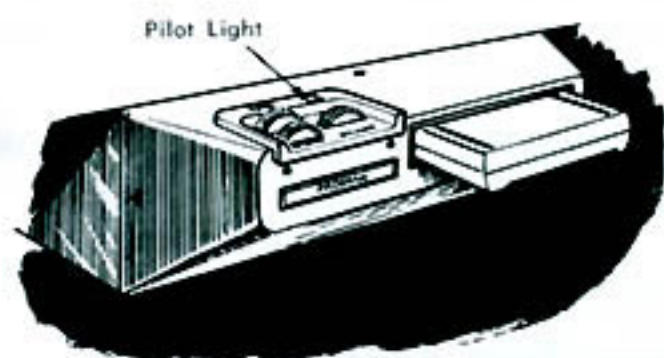
Stereo Tape Player

This accessory provides the finest in tape recorded stereo music to add to your driving pleasure.

The Buick Stereo Tape Unit uses the new standard eight track stereo tape cartridge containing four entertainment programs. These cartridges are avail-

able from local music stores or from music supply houses.

The Stereo Tape Unit is turned on by inserting a cartridge through the tape door with label side up and open end first. It is turned off by withdrawing the cartridge part way. A pilot light on the unit indicates when the player is in operation. The radio need not be turned on - if it is on when the stereo tape cartridge is engaged, the radio will turn off automatically.



CONTROLS:

- Program** — Depressing the "Program" bar selects one of the four programs. However, transfer of programs is automatic as the tape is played.
- Balance** — Turning this control regulates the volume level of the individual speakers - increasing one and decreasing the other.
- Volume** — Turning this control regulates the volume of both speakers.
- Tone** — Turning this control provides for the selection of a predominance of bass or treble tones.

Tape cartridges should always be removed from the player when not in use and stored where they are not exposed to heat or direct sunlight. Also, longer tape life and better performance can be expected from the Buick Stereo Tape Unit if the cartridge is removed from the player prior to turning off the automobile ignition switch.

TACHOMETER ---

Many car enthusiasts like to know what the engine is turning at various car speeds. Therefore, the tachometer is offered as optional equipment on certain models to indicate the speed at which the engine is turning in revolutions per minute. Each of the smaller graduations represents 100 engine RPM.

HEATER — DEFROSTER — AIR CONDITIONER — VENTILATION ---

Windshield Defrosting and Defogging

The windshield defrosting and defogging system assists in providing good visibility through designated areas of the windshield under most inclement weather conditions. For immediate operation of the vehicle, the windshield should be scraped clear.

Note: Clear snow or ice from cowl air inlets. This will improve heater and defroster efficiency and reduce formation of fog or frost on the inside of the windshield during initial operation under certain atmospheric conditions.

Heater and Defroster

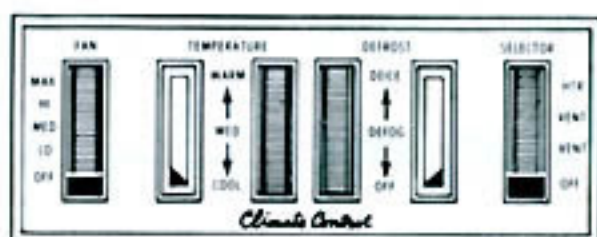
Two rotary controls and a fan switch control the heater and defroster. Illuminated color bands provide clear identification of the various heater and defroster positions. Read highest point of band.

The "TEMPERATURE" control regulates the temperature of the air from the instrument panel outlets.

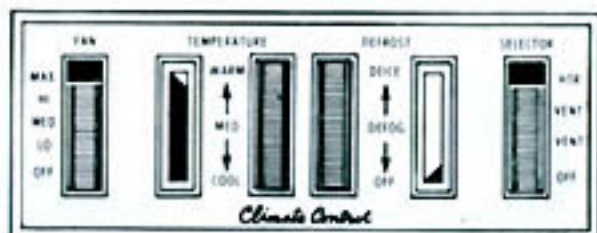
The "DEFROST" control directs air flow from either the heater outlets or onto the windshield from the defroster outlets.

The "FAN" switch turns on the blower to increase air flow through the outlets. This switch has three blower speeds.

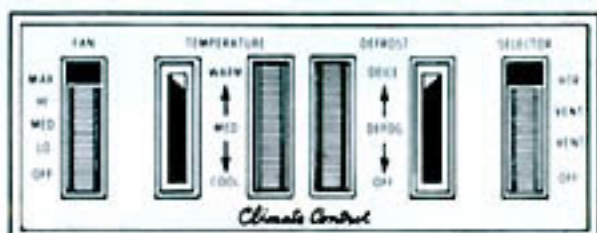
Off Position



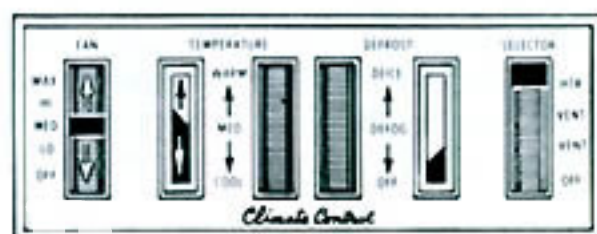
Maximum Heat



Maximum Defrost



**Blend Position
(Both Heat & Defrost)**



Heater - Air Conditioner

Driving in comfort and arriving fresh and alert is made possible by Buick's optional combination heater and air conditioner. Two rotary controls and two rotary switches provide interior comfort control year around. Illuminated color bands provide clear identification of the various heater and air conditioner positions. Read highest point of band.

The "SELECTOR" switch is positioned according to the season; for air conditioning, ventilation or heating.

The "REC" position is for maximum air conditioning. Not only is outside air cooled, but a portion of the already cooled air in the car is recirculated through the air conditioner for additional cooling.

The "A/C" position is for moderate air conditioning. Only the outside air entering the car is cooled.

The "VENT" position provides outside air ventilation into the passenger compartment through the instrument panel outlets. This air is not cooled by the air conditioner, although it can be warmed by the heater if desired. There is no cowl ventilation on air conditioner-equipped cars.

The "HTR" position provides for normal heater operation.

The "TEMPERATURE" rotary control is used whenever interior heat is desired. In the extreme downward position the control is off. Temperature is increased as the control is rotated upward.

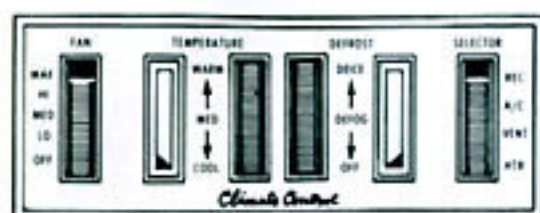
The "DEFROST" control is rotated upward when windshield defrosting is desired.

Caution: Operate in either "REC" or "A/C" position for 30 seconds before switching to "DE-FOG" or "DE-ICE". This will remove humid air from the system and minimize rapid fogging of the glass which can occur if humid air is blown onto a cool windshield.

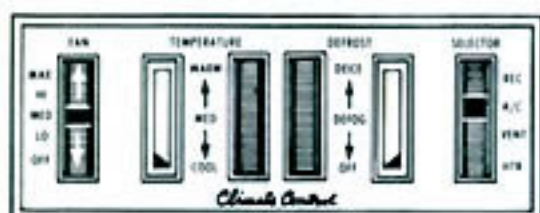
The "FAN" switch turns on the blower to increase air flow through the outlets. This switch has four positions.

The illustrations show the proper positions of the controls and switches for the various heater—air conditioner functions.

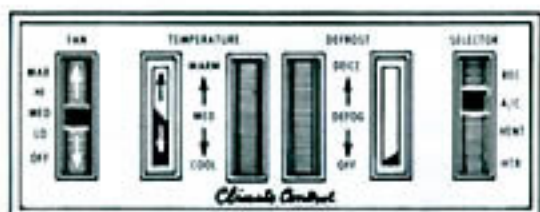
AIR CONDITIONER OPERATION



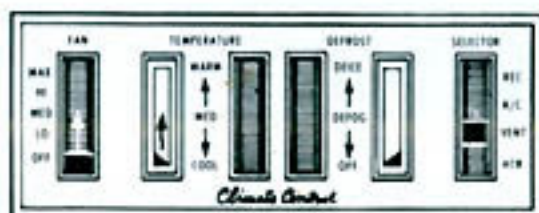
Maximum Air Conditioning



Normal Air Conditioning

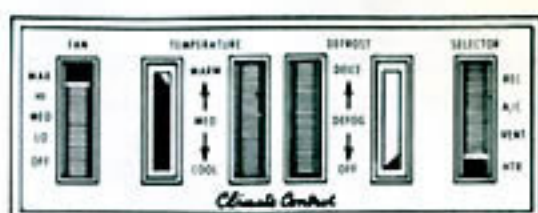


Blend Position
(Both Air Conditioning & Heat)

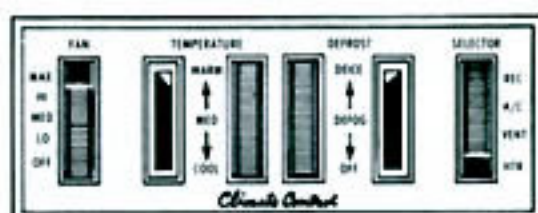


Vent Position

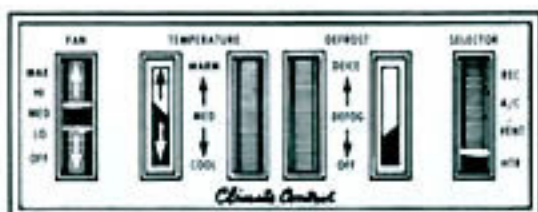
HEATER — DEFROSTER OPERATION



Maximum Heat



Maximum Defrost



Blend Position
(Both Heat & Defrost)

Automatic Climate Control

The optional Buick Automatic Climate Control will warm or cool automatically and yet allow the driver to regulate his comfort preference through the use of two rotary controls.



"TEMPERATURE" Control — Provides an approximate 60° to 85° F. interior car temperature range depending on the indicator position between WARM and COOL. (Warm - 85°, Norm - 75°, Cool - 65°)

"SELECTOR" Control — Pre-sets the various types of automatic operation:

- | | |
|----------------|---|
| LOW Setting | Use during moderate weather or approximately 30° to 70° F. outside temperatures. Temperature control is automatic and low blower speeds vary accordingly as needed. |
| HIGH Setting | Use for fast warm-up or cool-down. Temperature control is automatic and blower speeds vary accordingly as needed. |
| DE-FOG Setting | Directs air flow to the defroster and floor outlets while maintaining the system on automatic temperature control. The amount of air directed to the windshield is proportional to the position of the control between HI and DE-ICE. |
| DE-ICE Setting | Directs most of the air to the windshield at higher blower speed while maintaining the system on automatic temperature control, and operates without delay for engine warm-up. |

Note: For extreme ice conditions move TEMPERATURE control to WARM if desired.

Note: If the passenger compartment temperature is slightly higher or lower than desired after the system has stabilized, move the TEMPERATURE control one mark at a time. Allow several minutes for the system to reach the new temperature setting. Moving the control to one extreme or the other does not speed up the temperature change and only results in over-heating or over-cooling.

Don't be concerned if blower doesn't start immediately. If the system calls for heat, there may be a delay for engine coolant warm-up. If the system calls for cooling, a slight delay could also occur.

Air Conditioner Outlets

Each of the three air conditioner outlets has adjustable vanes. The cool air from the two outer outlets can be reduced or shut off completely by rotating the individual shut-off controls. The center outlet may be shut off by rotating the vanes to the extreme upward position.

Suggestions for Better Air Conditioning

To obtain maximum cooling from your air conditioner, be certain all windows are closed and the air conditioner outlets are open.

In hot weather, after the car has been parked in the sun with the windows closed, open the windows for a short period to allow the accumulated heated air to be expelled. This will help your air conditioner to cool the car more quickly.

Try this suggestion to increase the comfort of that rear seat passenger riding in the glare of the sun on a very hot day:

Direct the two side air conditioner outlets at the front seat passengers. Direct the center outlet straight rearward in the direction of the rear seat passengers. By carefully rotating the shut-off controls on the side outlets, reduce the air flow to the barest minimum. This will cause the air flow in the center outlet to increase. Thus there is additional cool air directed to the rear seat, but still sufficient cooling for the driver and front seat passenger.

Care of Your Buick Air Conditioner

It is suggested that the air conditioner be checked by your Buick Dealer every Spring in preparation for the Summer season.

If the car is going to remain in one position for any length of time with the air conditioner operating, transmission shift lever should be in "P" range or "N". This avoids unnecessary load on the engine which may result in overheating under such conditions.

Note: Your Buick Air Conditioner dehumidifies as it cools. Therefore, don't be alarmed about water dripping from underneath your Buick when your Air Conditioner is in operation or has just been shut off. It is probably coming from the Air Conditioner drain hose.

Ventilation

Direct intake of outside air is controlled by left and right vent knobs located at each end of the instrument panel. Pulling on either of these knobs permits the entrance of outside air through the respective left or right floor side vents.

Note: Air Conditioner-equipped Buicks introduce untreated outside air through the air conditioner outlets so no cowl ventilation is necessary.

RESTRAINTS

Suitable occupant restraints are available on all 1968 Buicks. Worn properly, lap and shoulder belts reduce the chances of death or serious injury in the event of certain types of accidents. Get into the habit of using these belts, and using them properly, every single time you enter your car. Insist that your passengers use them, too.* By using them correctly, you give the restraints a chance to help prevent injuries and perhaps even save a life.

* Shoulder belts should not be worn by persons less than 55 inches in height.

Lap Belts

Lap belts provide added security and comfort for you and your passengers. Lap belts are standard equipment for all seating positions on all models. Proper use and care of these belts will assure continuance of this security.

After the front seat has been adjusted to the satisfaction of the driver, grasp the buckle end and the flat metal "eye" end of your individual belt assembly and position the belt across the pelvic area as **LOW ON THE PELVIS AS POSSIBLE**. Insert the metal eye into the open end of the buckle until an audible snap is heard. Make sure the connection is secure and adjust the belt to a **SNUG FIT** by pulling on the end of the belt protruding from the buckle. The snug and low positions are essential in order that the force exerted by the lap belt in a collision may be spread over the strong pelvic bone and not across the soft abdominal area. For retractor equipped belts, pull retractor half of the belts to a solid stop to make sure that the belt webbing is completely unwound from the retractor drum, then connect the belt and make the necessary adjustments at the buckle for proper fit. To release the belts, simply depress the release tab or button located in the center of the buckle.

Caution: Never use the same belt for more than one person at a time. Be sure to avoid: (a) wearing a lap belt loosely or with slack in the system; and (b) wearing the belt with the webbing wound around the retractor drum.

Shoulder Belts

All models are equipped with shoulder belt anchors built into the vehicle for all forward-facing outboard passengers. All models except convertible coupes are also equipped with shoulder belts for the driver and the right front seat passenger as standard equipment. Shoulder belts are optional for all other forward-facing outboard passengers including all outboard occupants in convertibles.

Shoulder belts should be worn only in conjunction with lap belts and are fastened with individual buckles, and released in the same manner as the lap belts.

A shoulder belt worn without a lap belt could be extremely hazardous to the wearer in case of an accident. Shoulder belts should be tightened only to the point where controls and switches can be easily reached without restriction from the belt. The use of shoulder belts is not recommended for persons less than approximately 55 inches in height, because the belt would cross over the body at a height too near the throat, and thereby constitute a source of possible throat injury in an accident. Shoulder belts not in use must be anchored by inserting buckle into retainer (after hooking the webbing over the retaining clip located above the center pillar on 4-door models) to prevent buckle end from swinging around. The webbing must be removed from the retainer before using the shoulder belt.

Child Restraint

Children in automobiles should be restrained to optimize protection in a front end collision. A restraint system designed by General Motors specifically for children is available from your dealer. If children are traveling in a vehicle not equipped with this child restraint system, the following precautions should be taken:

- (1) Children should be placed in the rear seat. Never allow a child to stand or kneel on the rear seat as this raises his center of gravity.
- (2) Infants unable to sit up by themselves should be restrained by placing them in a covered, padded bassinet which is placed crossways of the car on the rear seat. The bassinet should be securely restrained with the regular vehicle seat belts. An alternate method is to position the bassinet crossways in the vehicle so that it rests against the back of the front seat.
- (3) When a child is old enough to sit up by himself in a car, he should sit on a firm cushion and use the conventional lap belt to restrain him at the pelvis. The cushion should be as firm as practical and enable the child to look horizontally out of the car windows.
- (4) The use of the cushion should be discontinued as soon as the child is old enough to see out of the car windows without it.
- (5) Do not use shoulder belts on children shorter than approximately 55 inches in height.
- (6) If a child must stand, he should stand on the floor directly behind the front seat. This will minimize the possibility of his being thrown from the rear compartment during a sudden stop. However, this method should be used only if more complete restraint cannot be used.

Care of Belts

Keep belts clean and dry. Clean with a mild soap solution in lukewarm water. Keep sharp edges and damaging objects away from belts. Periodically inspect belts, buckles, retractors and anchors for damage that could materially lessen the effectiveness of the belt installation and repair or replace the questionable parts. Do not bleach or dye belts since this may cause severe loss of strength.

CONVERTIBLE TOPS

Information related to the operation and care of convertible tops is contained in a separate booklet placed in the glove box of convertible models only.

INSTRUMENT PANEL

ELECTRICAL CIRCUIT PROTECTION

The wiring circuits in your 1968 Buick are protected from short circuits by a combination of fuses, circuit breakers, and fuseable thermal links in the wiring itself. This greatly reduces the hazard of electrically caused fires in the automobile.

REFLECTING SURFACES

The windshield wiper arms and blades, inside windshield moldings, horn and steering wheel ornamentation, inside rearview mirror frame and mounting bracket incorporate low-gloss finishes. This reduces annoying glare in the driver's forward field of view and provides a safer, more comfortable driving environment.

FUEL GAUGE

The fuel gauge is designed so that it operates only with the ignition switch on; with the ignition off, the pointer may come to rest anywhere between empty and full.



OIL LIGHT

This light glows when the engine switch is turned on, but goes off when the engine is started. If the light glows while driving, the engine should be stopped immediately and the oil level checked.

GENERATOR LIGHT

This light glows when the ignition switch is turned on, but goes off when the engine is started. If the "Gen" light ever goes on with the engine running (even at idle) the charging system should be checked as soon as possible to prevent the Energizer (battery) from becoming discharged.

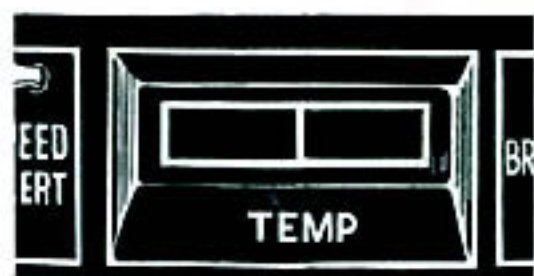
"COLD" TEMPERATURE LIGHT

When the cold engine approaches normal operating temperature, this green light goes off. This notifies you that the engine is now warm enough so the heater can be turned on and the car speed gradually increased.

Note: Le Sabres do not have the cold temperature light.

"HOT" TEMPERATURE LIGHT

When the engine coolant becomes dangerously hot, this red light glows showing the word "HOT". This light does not glow when the ignition switch is turned on; therefore, to check operation of the light bulb, make certain the light goes on while the engine is cranking. If the red light goes on at any other time, the engine should be stopped immediately and the cause of overheating determined.



LIGHTING AND SIGNAL DEVICES

Numerous lighting and signal devices are provided to enable safe operation in darkness and other conditions of reduced visibility. Headlamps provide the necessary general illumination ahead of the vehicle. Parking, side marker and tail lamps identify as near as practical the extremities of the vehicle from the front, rear and both sides, with color coding which identifies front (amber) from rear (red). Tail lamps also incorporate reflectors to facilitate recognition of parked or otherwise inoperative vehicles by other drivers after dark. Stop lamps give a steady warning light to the rear of the vehicle to indicate the driver has applied his foot to the brake pedal with the presumed intention of slowing or stopping the vehicle. A lamp illuminates the rear license plate to assist in identification. Backup lamps provide general illumination behind the vehicle when the shift lever is in the reverse position which also provides a visible signal to other vehicles and pedestrians that the vehicle is operating or about to operate in reverse.

Caution: IT IS THE OWNER'S RESPONSIBILITY to check all lamps, signaling systems and warning lights frequently to be sure they are working properly. Headlamp aim should be checked periodically. It is important that any malfunctions be corrected promptly for your safety, and for the safety of others.

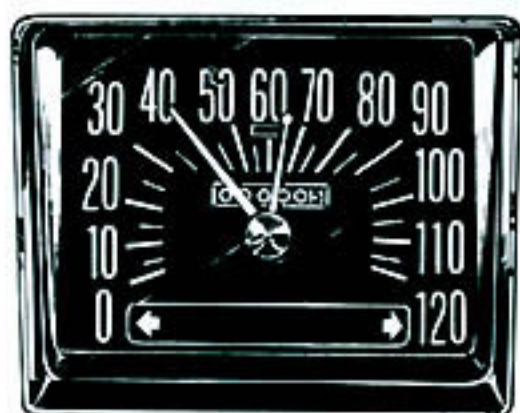
BRAKE WARNING LIGHT

If the parking brake is in the applied position, a "Brake" light in the instrument cluster glows when the ignition switch is turned on. This light warns you to release the parking brake before driving the car.

This same light provides an additional warning. Should either the front or rear half of the dual brake system lose pressure, the brake warning light will glow (providing the ignition switch is on and when the service brake pedal is applied).

DIRECTION AND LANE CHANGE SIGNALS

The ignition switch must be in the "on" position in order for the directional signals to be operational. The directional signal lever is located on the left side of the steering column immediately under the steering wheel. The lever is moved upward to signal a right turn and downward to signal a left turn. Lamps on the front and rear of the car transmit this signal to other motorists and pedestrians.



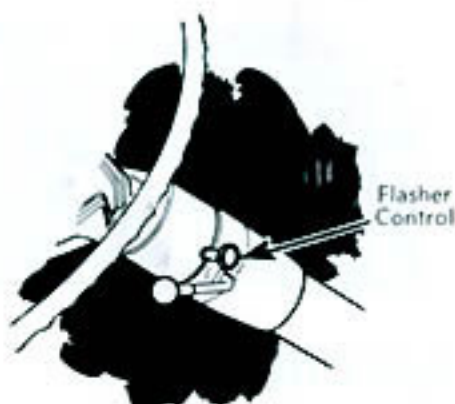
In a normal turning situation such as turning a corner, the turn signal lever is cancelled and returns to the neutral position automatically after the turn is completed. In some driving situations such as changing lanes on an expressway, the steering wheel is not turned back sufficiently after completing the turn to automatically cancel the turn signal lever. For convenience in such a turn, use the lane change feature of this directional signal system. This feature allows the driver to move the directional signal part way in the direction of the intended gradual turn and hold it there. The lever returns to the neutral or cancelled position when the driver releases his hold on the lever.

A green light on the speedometer face flashes to indicate proper operation of the front and rear signal lamps. If the indicator light remains on and does not flash, check for a burned-out signal lamp bulb. If the indicator fails to light when the lever is moved, check the fuse and indicator bulb.

If the system is not functioning properly, a legal hand signal should be given, since failure to indicate a turn is considered a moving traffic violation in many states. Always signal for a turn at a reasonable distance before actually making it.

HAZARD WARNING FLASHER

In the event your car is disabled or you stop for any reason on the highway, the hazard warning system which flashes all four turn signals should be used to warn other drivers that your vehicle is a traffic hazard. The system is activated (by pushing in on the button located just below the steering wheel on the right side of the steering column). Use this system only when your vehicle is a traffic hazard.



HEADLIGHTS

Pulling the headlight switch out to the first notch turns on the parking lights at the front and rear. Pulling the switch all the way out turns on the head and tail lights, side marker lights and parking lights. The headlight switch is designed with a positive detent to make it more difficult to accidentally turn off the headlights while driving.

The selection of upper or lower headlight beam is controlled by a foot switch located on the floor near the left foot position. When on upper beam a small red light in the speedometer glows to warn that your headlights may bother oncoming drivers.

INTERIOR LIGHTS

The interior lights turn on automatically when either door is opened; they may also be turned on by turning the headlight switch knob to the extreme left, or with the courtesy light switch.



INSTRUMENT PANEL LIGHTS

The instrument panel lights turn on with either the parking lights or headlights. However, brightness of the instrument panel lights can be controlled by turning the light switch knob to the left for brighter or to the right for dimmer. When the knob is turned to the extreme right, the instrument panel lights will be off.

COURTESY LIGHTS

The optional courtesy lights turn on automatically when either door is opened. They may also be turned on with the "Courtesy Light" switch.

SIDE MARKER LAMPS

These external lamps, located on the side of the front and rear fenders, light continuously when the headlights are on to provide better night-time visibility.



CORNERING LIGHTS

Cornering lights (optional equipment) provide extra light in the direction your car is turning. With headlights on they operate automatically from the turn signal lever; when the lever is moved to indicate a turn, a light comes on in the direction of the turn and remains on steadily until the turn is completed.

CLOCK

The electric clock features a sweep second hand and automatic regulation. To reset the time, pull the knob out and turn in either direction as required; each time this is done a built-in automatic regulator causes the clock to run slightly faster or slower. If the clock is running fast, turning the hands back to correct the time will automatically make the clock run slower. If the clock is running slow, turning the hands forward will automatically make the clock run faster.

Note: Since each automatic regulation only amounts to about 30 seconds in a 24-hour period, the hands must be reset a number of times if much correction is required. If the clock loses or gains over 10 minutes in a 24-hour period, it will never regulate sufficiently - the clock should be removed for repair.

CIGARETTE LIGHTER

To operate the cigarette lighter simply press in on the lighter knob. It will stay in until the element is hot, at which time the lighter will automatically release ready for use.

The lighter element is protected by a circuit breaker. Should circuit breaker need resetting, merely pull out the cigarette lighter and push the center pin at the bottom of the lighter receptacle with a **non-metallic** stick or rod.

WINDSHIELD WIPING AND WASHING SYSTEMS

The windshield wiping system operates at two speeds and is designed to wipe clear designated areas of the windshield under most inclement weather conditions. The windshield wipers work electrically and are not affected by engine operation.



When turning the rotary switch marked "Wiper", two detents will be felt. The first operates the wiper at slow speed and the second at high speed.

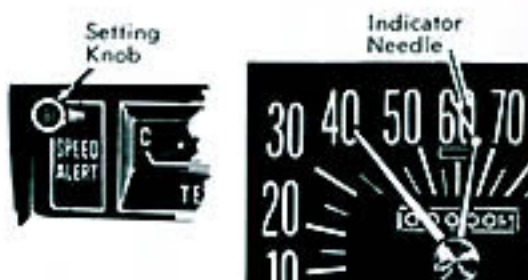
When the washer is desired, rotate the washer switch; this will direct a stream of fluid in the path of the wiper blades and will start the wiper at slow speed. As soon as the windshield has been wiped clean and dry, turn off the wiper.

Caution: Be sure to have the fluid level in the washer reservoir checked regularly, with special attention to keeping the reservoir filled during periods of heavy use. GM Washer Solvent should be used as directed to prevent freezing damage and for better cleaning of the windshield under all conditions. Do not use radiator anti-freeze as this will cause paint damage.

SPEED ALERT

To the prudent driver who respects safe and legal driving speeds, but recognizes that he too must be reminded of these occasionally, the Speed Alert, available at extra cost, is a useful accessory.

A buzzer sounds anytime a pre-selected speed is exceeded. Speeds above 30 MPH can be preselected by turning the setting knob and positioning the speed indicator needle on the desired MPH setting.



GUARDIAN MAINTENANCE SUGGESTIONS

Buick Engineers have made certain maintenance recommendations which they feel will help you keep your Buick running at its best. These suggestions are listed on the following pages by recommended time and mileage intervals. Discuss these with your local Buick dealer. He may advise shortening the servicing interval on certain items due to local or individual conditions.

Let your Buick dealer assist you in obtaining the most satisfaction from your Buick automobile.



GUARDIAN MAINTENANCE SCHEDULE

RECOMMENDATIONS	PERIODICALLY WHILE REFUELING	TIME INTERVAL			MILEAGE INTERVAL			
		EVERY 4 MONTHS	EVERY 8 MONTHS	EVERY 12 MONTHS	EVERY 6,000 MILES	EVERY 12,000 MILES	EVERY 18,000 MILES	EVERY 24,000 MILES
ENGINE OIL ^{1, 18 *}	CHECK LEVEL	CHANGE			SEE FT. NOTE			
ENGINE OIL FILTER ^{2 *}		SEE FT. NOTE						
FUEL FILTER ²¹				SEE FT. NOTE		SEE FT. NOTE		
EMISSION CONTROL CHECK ⁶		SEE FT. NOTE			SEE FT. NOTE			
IGNITION POINT DWELL						ADJUST		
IGNITION TIMING						ADJUST		
IGNITION POINTS						REPLACE		
DISTRIBUTOR CAM LUBRICATOR ¹⁹						REPLACE		
SPARK PLUGS						CLEAN - GAP OR REPLACE		
SPARK PLUG WIRES ⁷								CHECK
CHASSIS LUBE ^{9, 10 *}								
PROPELLER SHAFT SLIP SPLINE ^{10 *}			SEE FT. NOTE		SEE FT. NOTE			
CONSTANT VELOCITY "U" JOINT ^{10 *}			SEE FT. NOTE		SEE FT. NOTE			
AUTOMATIC TRANSMISSION FLUID ^{11, 12 *}			SEE FT. NOTE		SEE FT. NOTE			
MANUAL TRANSMISSION LUBE ¹⁴					CHECK LEVEL			CHANGE
MASTER BRAKE CYLINDER FLUID ²⁰					CHECK LEVEL			

REAR AXLE LUBE	14, 15						CHECK LEVEL				ADD INHIBITOR
ENGINE COOLANT	5 *						CHECK LEVEL				
MANIFOLD HEAT VALVE	8						CHECK				
CRANKCASE VENTILATION FILTER	3										CLEAN
CRUISE MASTER FILTERS	17										
POSITIVE CRANKCASE VENTILATOR VALVE	21 *						SEE FT. NOTE		REPLACE		
TIRES		CHECK PRESSURE					ROTATE		SEE FT. NOTE		
BRAKE SELF ADJUSTING MECHANISM										LUBE INSPECT	
FRONT WHEEL BEARINGS	16									SEE FT. NOTE	
COOLING SYSTEM HOSE CLAMPS	4										TIGHTEN
ENGINE BELTS									CHECK		
AUTO TRANSMISSION LOW BAND	13 *										ADJUST
ENGINE AIR CLEANER ELEMENT	3 *										REPLACE
WINDSHIELD WASHER FLUID		CHECK									
BATTERY FLUID LEVEL		CHECK									
MANUAL STEERING GEAR LUBE											CHECK LEVEL
MANUAL TRANSMISSION CLUTCH											
BODY RUBBER PARTS, HINGES & LATCHES							CHECK LASH				
AIR CONDITIONER UNITS							LUBE				
							FUNCTIONAL CHECK				
WHEEL ALIGNMENT & BALANCE									CHECK		

SEE FOOTNOTES ON PAGE 44

* REQUIRED MAINTENANCE FOR WARRANTY VALIDATION.

Footnotes For The Guardian Maintenance Schedule

* Required Maintenance for Warranty Validation.

1. Never exceed 6000 miles between changes.
2. Replace with first oil change - then at every second oil change thereafter.
3. More often under dusty operation conditions.
4. Check condition and adjust tension if necessary.
5. Flush cooling system and replace coolant every 2 years. Maintain freeze protection to at least 0°F.
6. Check idle mixture, idle speed, and ignition timing - correct if necessary every 4 months or 6,000 miles, whichever first occurs (oil change interval).
7. Check condition of insulation and routing of wires.
8. Check for proper operation and freeness. Lube with Buick CRC 5-56 or equivalent.
9. Includes check all lubricant and fluid levels. Replenish as necessary.
10. 6000 miles or 8 months whichever first occurs.
11. Also clean transmission strainer or replace transmission filter as equipped.
12. When car is subjected to heavy city traffic during hot weather, or in commercial use when engine idles for long periods, change fluid at 12,000 miles.
13. Super turbine LeSabre, except LeSabre 400.
14. Seasonal or periodic change of lubricant unnecessary.
15. Use of incorrect lubricant in Positive Traction Differentials can cause chattering on turns.
16. Repack front wheel bearings when brakes are serviced.
17. Replace polyurethane foam and paper elements located under filter cover.
18. More often under certain operation conditions such as sub-zero temperatures, trailer hauling, extended periods of idling or operation in dusty areas. See section on engine oil.
19. Certain driving conditions require more frequent replacement.
20. Periodic additions of brake fluid may be necessary on disc brake-equipped cars.
21. Replace every 12,000 miles or 12 months, whichever first occurs.

RECOMMENDATIONS FOR LUBRICANTS & FLUIDS

<u>Item</u>	<u>Recommendation</u>
Body Rubber Parts	GM Part No. 1050019 or suitable silicone lubricant.
Brake Master Cylinder	Delco Supreme No. 11 Hydraulic Brake Fluid or equivalent. Never use reclaimed fluid, mineral oil or fluid inferior to SAE Standard 70-R-3.
Brake Mechanism, Self Adjusting	Delco Moraine Special Brake Lubricant or equivalent.
Constant Velocity U-Joint	Special Lubricant required, multipurpose EP No. 1 grade per GM 6040 (GM Part No. 1050679).
Energizer (Battery)	Colorless, odorless, drinking water.
Engine Coolant	Mixture of water and a high quality Ethylene Glycol base type anti-freeze conforming to GM Spec. 1899-M (GM Part No. 1050027 or equivalent) sufficient to maintain a minimum corrosion and freeze protection to 0°F.
Front Suspension & Steering Linkage	Water resistant extreme pressure (EP) No. 2 Multi-Purpose grease equivalent to GM Specification 9985038.
Hinges, Latches, or Pivot Points	Engine Oil, GM Part No. 1050110 Lubricant, Lubriplate or equivalent.
Manifold Heat Valve	Buick CRC 5-56 Lubricant or equivalent.
Propeller Shaft Slip Spline	Special lubricant required multipurpose EP No. 1 grade per GM 6040M (GM Part No. 1050679).
Rear Axle, Positive Traction	Special lubricant required. Maintain level with SAE 90 Gear Lube meeting specification for GM Part No. 1050081.
Rear Axle, Standard	Maintain level with SAE 80 or 80-90 Multi-Purpose Gear Lube meeting MIL-L-2105B specification.
Steering Gear, Manual	Water resistant extreme pressure (EP) No. 2 Multi-Purpose grease equivalent to GM Specification 9985038.

Steering Gear, Power	GM Part No. 1050017 Power Steering Gear Fluid or equivalent.
Transmission, Automatic	General Motors DEXRON Automatic Transmission Fluid, Part Number 1050568-69-70 which has been especially formulated and tested for use in your automatic transmission is recommended. Other Automatic Transmission Fluids identified with the mark DEXRON are also recommended.
Transmission, Manual	SAE 80 or 80-90 multi-purpose gear lube meeting MIL-L-2105B specification.
Windshield Washer	Mixture of water and GM Part No. 1050001 or equivalent.

RECOMMENDATIONS FOR FILTERS, P.C.V. VALVES, ETC.

ITEM	USAGE	RECOMMENDATION
Engine Oil Filter	All	AC Type PF-24
Engine Air Cleaner Element	350-2 Engine	AC Type A-169CW (Regular) AC Type A-227C (Heavy Duty)
	350-4 Engine & 430-4 Engine	AC Type A-212CW (Regular) AC Type A-279C (Heavy Duty)
Carburetor Fuel Filter	350-2 Engine	AC Type GF-427
	350-4 & 430-4 Engine	AC Type GF-441
Positive Crankcase Ventilator Valve	All	AC Type CV-679C
Automatic Transmission Filter	Super Turbine 400	AC Type PF-168
Cruise Master Filter	All	GM Part No. 6465372

Equivalents for the above acceptable if meeting specifications

Caution: In addition to its function of filtering air drawn into the engine through the carburetor, the air cleaner also acts as a flame arrester in the event the engine backfires. Because backfiring may cause fire in the engine compartment, the air cleaner should be installed at all times unless its removal is necessary for repair or maintenance services.

FUEL REQUIREMENTS

Your Buick is designed to operate efficiently on "Regular" or "Premium" grade fuels commonly sold in the United States and Canada, depending on the engine installed in your car. The table below indicated the fuel grade requirements for various Buick engines.

Engine	Fuel Grade
350-2	Regular
350-4	Premium
430-4	Premium

Use of a fuel which is too low in anti-knock quality will result in "spark knock". Since the anti-knock quality of all regular grade or of all premium grade gasolines is not the same and factors such as altitude, terrain and air temperature affect operating efficiency, knocking may result even though you are using the grade of fuel recommended for your engine. If persistent knocking is encountered, it may be necessary to change to a higher grade of gasoline and, if knocking continues, consult your authorized Buick Dealer.

In any case, continuous or excessive knocking may result in engine damage and constitutes misuse of the engine for which the Buick Motor Division is not responsible under the terms of the Manufacturer's New Vehicle Warranty.

Operation In Foreign Countries

If you plan to operate your Buick outside the continental limits of the United States or Canada, there is a possibility that the best fuels available are so low in anti-knock quality that excessive knocking and serious engine damage may result from their use. To minimize this possibility, contact your Buick Dealer or write to Buick Motor Division, Owner Relations Department, Flint, Michigan 48550, giving:

- The compression ratio of the engine (obtain from your Dealer).

- The vehicle identification number (on plate on instrument panel ahead of the steering wheel and visible through the windshield, or from registration slip or title.)
- The country or countries in which you plan to travel.

You will be furnished details of adjustments or modifications which should be made to your engine at your Buick Dealership prior to your departure. Failure to make the necessary changes to your car and subsequent operation under conditions of continuous or excessive knocking constitutes misuse of the engine for which the Buick Motor Division is not responsible under the terms of the Buick New Vehicle Warranty. After arriving in a foreign country, contact the nearest authorized General Motors Dealer for brand names of the best fuels available and advice as to where they may be purchased.

Fuel Tanks

The fuel tank, filler pipe and all tank connections have been carefully designed to reduce fuel leakage after termination of certain collisions. This design reduces fire hazards in these collisions.

Caution: Gasoline is extremely flammable and highly explosive under certain conditions. Always stop the engine and do not smoke or allow open flames or sparks near the vehicle when refueling. If gasoline fumes are noticed while driving, the cause should be determined and corrected without delay.

ENGINE OIL RECOMMENDATIONS

Use only "first line" oils which, according to the label on the can, are (1) intended for service MS, and (2) pass car makers' tests (including General Motors Standard GM 6041-M). The oil change interval, as recommended in this section on oils, is based on the regular use of oil of this quality of engine oil. The majority of the suitable oils currently available are multi-viscosity (e.g., 10W-30) products.

Note: Non-detergent and low quality oils are specifically not recommended. The use of proper engine oils and oil change intervals are your best assurance of continued reliability and performance from your Buick engine.

Checking Oil Level

The engine oil should be maintained at proper level. The best time to check it is before operating the engine or as the last step in a fuel stop. This will allow the normal oil accumulation in the engine to drain back in the crankcase. To check the level, remove the oil gauge rod (dip stick), wipe it clean and reinsert it for an accurate reading. The oil gauge rod is marked "Operating Range". The oil level should be maintained in the safety margin, neither going above the "Operating Range" line nor below the "Add 1 Qt." line. Reseat the gauge rod firmly after taking the reading.

Engine Oil Change Interval

Change engine oil each 4 months, except that if more than 6,000 miles are driven in a 4-month period, change oil every 6,000 miles. This interval applies to the initial change as well as subsequent oil changes. The oil change interval for Buick engines is based on the use of oils that meet the requirements indicated in the section on "Engine Oil Recommendations." Oil change intervals longer than 4 months or 6,000 miles will result in serious reductions in engine life and may effect Buick's obligation under the provisions of the New Vehicle Warranty.

Certain atmospheric and/or driving conditions including prolonged operations at sub-zero temperature or under extremely dusty conditions, frequent trailer hauling, and extensive idling necessitate more frequent oil and filter changes.* Operation in dust storms may require an immediate change of both oil and filter. See your Buick Dealer for advice on frequency of oil and filter changes because of unusual driving conditions.

A high quality MS oil meeting General Motors Standard GM 6041-M was installed in your engine at the factory. It is not necessary to change this factory-installed oil prior to the recommended normal change period. However, the oil level should be checked more frequently during the break-in period since somewhat higher oil consumption is normal until the piston rings in the engine become seated.

- * In many such situations, oil change intervals should not exceed 2 months, or 3,000 miles, whichever occurs first, and similarly, filter changes should not exceed 4 months or 6,000 miles, whichever occurs first.

Recommended Viscosity

The following chart will serve as a guide in selecting the proper oil viscosity. In addition to providing proper lubrication, the correct viscosity helps assure good cold and hot starting by reducing friction and thus increasing cranking speed.

Anticipated Temperatures	Viscosity Number
Above Freezing (+32° F.)	SAE 10W-30 or SAE 20W
Below Freezing and Above 0° F.	SAE 10W-30 or SAE 10W
Below 0° F.	SAE 5W-20 or SAE 5W

Note: When changing oil consider the anticipated temperatures for the next 4 months.

SAE 5W and 5W-20 oils are not recommended for sustained high speed driving.

SAE 30 and SAE 20W-40 oils may be used at temperatures above 90° F.

SAE 5W-30 oils may be used at temperatures below 32° F.

SAE 10W-40 oils may be used at temperatures between 0° F. and 90° F.

Oil Additives

The use of "break-in" oils, "tune-up" compounds, "friction-reducing" compounds, etc., in your Buick engine is not recommended. However, there are additive supplements available that can be helpful under certain conditions. For example, if higher detergency is required to reduce varnish and sludge deposits, a thoroughly tested and approved concentrate -- Buick H.D. Concentrate* -- is available at your Buick dealer who can advise you regarding its use.

* or "Engine Oil Supplement"

Engine Oil Filter Replacement

The engine oil filter should be replaced at the first engine oil change and every second oil change thereafter. This recommendation is based on the use of an engine oil which meets the requirements indicated in the section on "Engine Oil Recommendations", and the use of the applicable AC or equivalent quality replacement oil filter.

COOLING SYSTEM

The cooling system of your Buick is a sealed pressure type which simply means that the coolant boiling point is considerably higher than a system that is not pressurized. Radiator coolant level should be checked when the engine is cold if at all possible. If the radiator cap is removed when the system is at normal operating temperature, the coolant will boil and spurt out due to the release of pressure. If additional coolant is needed, fill radiator in line or above tip of "FILL COLD" arrow.



Coolant Recommendations

The inhibited year-around engine coolant used to fill the cooling system at the factory is a high quality solution that meets General Motors Specification 1899-M. This factory-fill coolant solution is formulated to withstand two full calendar years of normal operation without draining, provided the same concentration of coolant is added if the system needs additional fluid between drain periods. The original factory fill coolant provides freezing protection to -20°F .

Every two years, the coolant system should be serviced as follows:

1. Drain coolant, when hot, through the radiator drain valve.
2. Close valve and add sufficient plain water to fill system.
3. Run engine until normal operating temperature is reached.
4. Drain and refill the system as described in steps 1, 2, and 3 a sufficient number of times until the drained liquid is colorless.

5. Allow system to drain completely and then close radiator drain valve tightly.
6. Add the necessary amount of high quality inhibited glycol base coolant meeting GM Specification 1899-M to provide the required freezing and corrosion protection (at least to 0° F.)
7. Run engine until normal operating temperature is reached.

It is the owner's responsibility to keep the freeze protection at a level commensurate with the temperatures which may occur in the area in which the vehicle will be operated. Regardless of whether freezing temperatures are or are not expected, cooling system protection should be maintained at least to 0° F. to provide adequate corrosion protection. When adding solution due to loss of coolant for any reason or in areas where temperatures lower than -20° F. may occur, a sufficient amount of an ethylene glycol base coolant meeting GM Specification 1899-M should be used.

Note: Alcohol or methanol base coolants or plain water are not recommended for your Buick at any time.

Thermostat

The cooling system is protected and controlled by a thermostat installed in the engine water outlet to maintain satisfactory operating temperature of the engine. This thermostat is designed for continuous use through both Winter and Summer and need not be seasonally changed.

Radiator Cap

The radiator cap is especially designed to pressurize the cooling system and to prevent loss of coolant. It will not open to vent the cooling system until the pressure exceeds approximately 15 pounds per square inch.

Caution: When the engine is at normal operating temperature or above, the internal pressure built up in the cooling system will blow out scalding fluid and vapors if the radiator cap is suddenly removed. To prevent loss of coolant and to avoid the danger of being burned, the coolant level should be checked or coolant added only when the engine is cool. If the cap must be removed when the engine is hot, place a cloth over the cap and rotate the cap slowly counterclockwise to the first stop and allow pressure to escape completely. Then turn cap again slowly counterclockwise to remove.

TIRES

The factory installed tires on your car are selected to provide the best all around tire performance for all normal operation. When inflated as recommended in the tire inflation pressure table, they have the load carrying capacity to operate satisfactorily at all loads up to and including the specified full rated load at all normal highway speeds.

In addition, for those owners who prefer the utmost in comfort, optional tire inflation pressures may be used when loads of five passengers or less are carried.

Inflation Pressure

To ensure the proper tire inflation pressures for your particular requirements, follow the recommendations in the tire inflation pressure table. Keep tire properly inflated, and check inflation pressure periodically. This will ensure you of the best tire life and riding comfort, over the full range of driving conditions.

RECOMMENDED TIRE INFLATION PRESSURES			
MODEL	TIRE PLY	STANDARD INFLATION FOR ALL LOADS INCLUDING FULL RATED LOAD	OPTIONAL INFLATION FOR REDUCED LOAD
Le Sabre Wildcat Electra 225	4 Ply Rating 2 Ply & Radial Ply	1 to 6 Passengers - 200 lbs. Luggage (1100 lbs. Load) <div>Front Rear</div> <div>24 PSI 26 PSI</div>	1 to 5 Passengers (750 lbs. Max.) <div>Front Rear</div> <div>24 PSI 24 PSI</div>

Notes:

1. Tire inflation pressures may increase as much as 6 pounds per square inch when hot.
2. For continuous high speed operation (over 75 MPH) increase tire inflation pressures 4 pounds per square inch over the recommended pressures up to a maximum of 32 pounds per square inch cool for 4 ply rating tires, or 40 pounds per square inch (cool) for 8 ply rating tires. Sustained speeds above 75 MPH are not recommended when the 4 pounds per square inch adjustment would require pressures greater than the maximums stated above.
3. Cool tire inflation pressure: after vehicle has been inoperative

for 3 hours or more, or driven less than one mile.

Hot tire inflation pressure: after vehicle has been driven ten miles or more at 60-70 miles per hour.

4. Vehicles with luggage racks do not have a vehicle load limit greater than specified in the tire inflation table.
5. When towing trailers, the allowable passenger and cargo load must be reduced by an amount equal to the trailer tongue load on the trailer hitch.

TIRE USAGE			
Model	Standard *	Optional Oversize *	Optional Radial Ply *
Le Sabre Wildcat	8.45 - 15	8.85 - 15	225R - 15
Electra 225	8.85 - 15	—	225R - 15

* All tires listed above are 4 ply rating - 2 ply tires

Optional Tires

Optional tires, if listed in the above table, are not necessary on passenger cars for normal requirements. However, an extra margin of tire service is available when these options are used at loads up to and including full rated load.

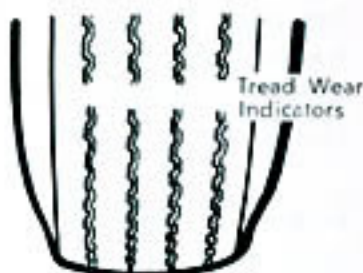
In either case, these tires are applicable to trailer towing or when an extra margin of tire service is desired. Use of a larger tire or a radial ply tire should not be construed as permitting an increase in the full rated vehicle load over that specified in the tire inflation pressure table.

Optional Radial Ply Tires

Because of the stiffening belt under the tread, low-speed boulevard ride may be somewhat harder than normally experienced with conventional tires. The under-inflation appearance of the radial tire is also normal, and the standard inflation pressures recommended in the Owner's Manual should be followed. To achieve best all around vehicle performance, radial ply tires and conventional tires should not be mixed on the same car.

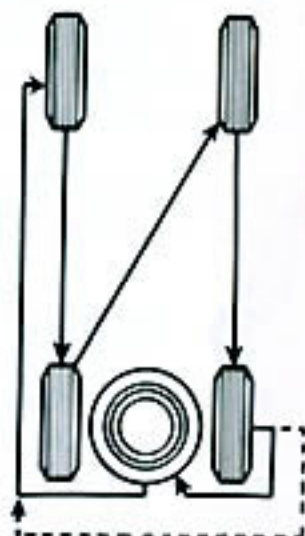
Tread Wear Indicator

A decrease in traction and anti-skid properties, as well as road hazard resistance, occurs as tires become worn out. The original equipment tires on your Buick incorporate built-in tread wear indicators to assist you in judging when your tires should be replaced. These indicators are molded into the bottom of the tread grooves and will appear as 1/2 inch wide bands when tire tread depth becomes 1/16 of an inch. When the indicators appear in two or more adjacent grooves, tire replacement is recommended.



Tire Rotation Information

To equalize wear it is recommended that the tires be rotated every 6,000 miles. Upon rotation, tire pressure must be adjusted (front and rear) in accordance with the recommendations in the tire inflation pressure table.



Solid arrows indicate normal rotation. Dotted lines indicate omission of spare tire rotation should owner prefer.

Tire Changing

Note: The rear wheelhouse opening covers must be removed on the Wildcat and Electra 225 Series prior to removal of the rear wheels. (See removal instructions).

To change a wheel, proceed as follows:

1. Set parking brake and place transmission in PARK (manual shift transmission, place in reverse). With any available block of wood or a rock, block wheel which is diagonally opposite the one to be changed.
2. From the luggage compartment remove spare wheel and tire, jack, jack base and jack handle.
3. Pry off wheel cover using flat end of combination jack handle and wheel nut wrench. Exercise extra care in removing cover to prevent damage to its outer lip.
4. Loosen, but do not remove, wheel nuts with wheel nut wrench.
5. Assemble jack into jack base and place small control lever in the "up" position. Place jack as shown in the label affixed to the inside of the trunk lid and move handle up and down to raise jack into its proper position on the bumper.
6. Raise car off ground until wheel is clear. Check stability of car on jack and then remove wheel nuts and wheel.
7. Install spare wheel and install wheel nuts finger tight.
8. Place small control lever in "down" position and lower wheel until it just touches the ground. Fully tighten wheel nuts. Lower car and remove jack. Carefully install wheel cover.
9. Replace jack and wheel in luggage compartment and tighten them securely to avoid rattles.

Caution: Do not use jack for other than the purpose it was intended. For safety sake, never get beneath the car when it is supported only by the bumper jack. Always use safety stands to support frame if it is necessary to get under car.

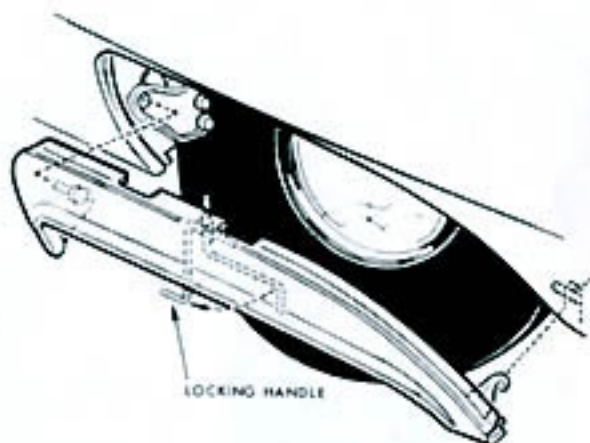
On cars equipped with a Positive Traction Differential, do not run the engine for any reason with one rear wheel off the ground as the car may drive through the rear wheel remaining on the ground.

Wildcat and Electra 225

Rear Wheelhouse Opening Cover

Removal:

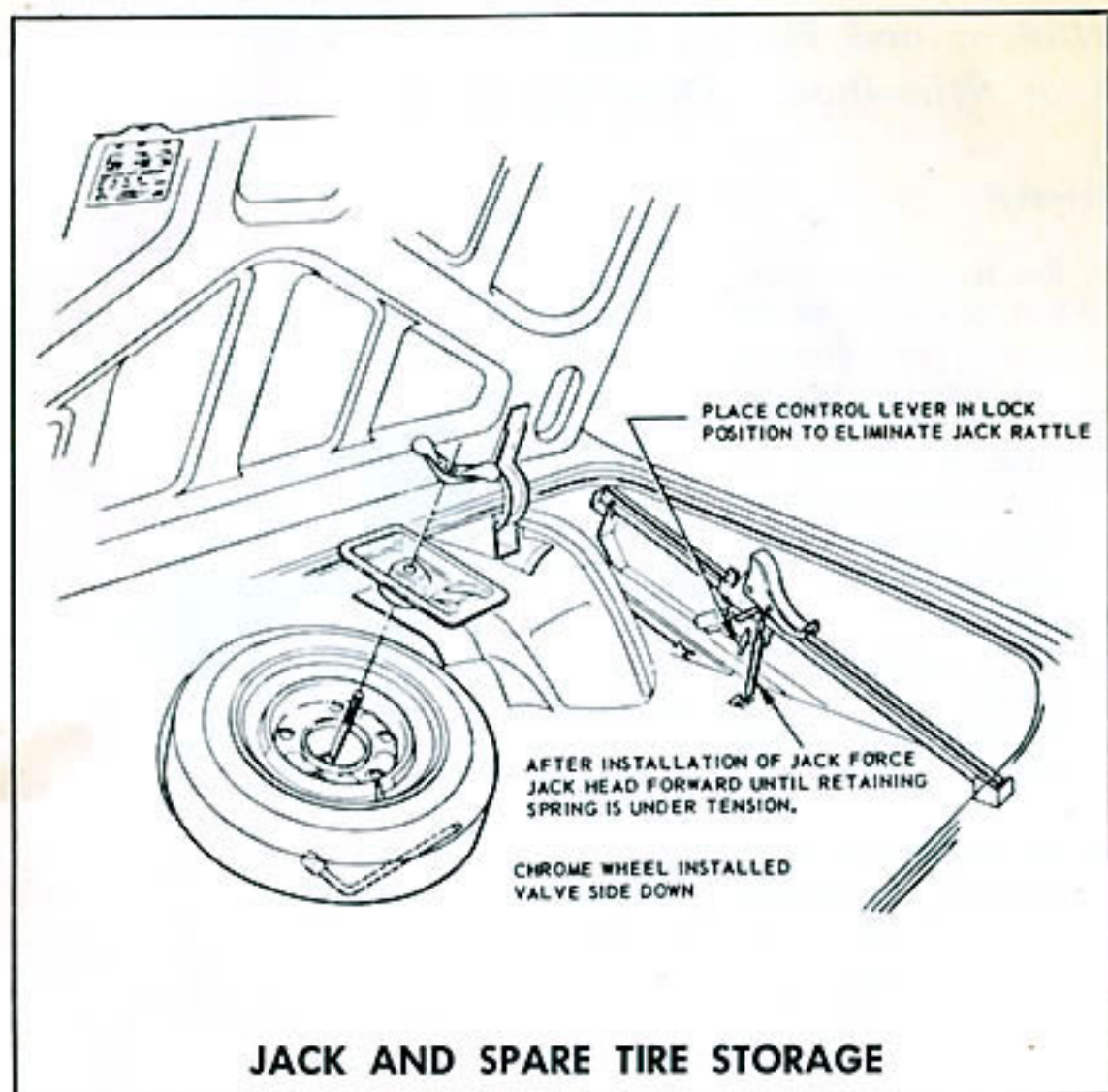
1. Reach up under cover just rearward of its center. The horizontal rod that can be felt is the locking handle. Push it upward to free it from the inner lip to the wheelhouse opening cover.
2. Pull handle downward to release center of cover from body.
3. Lift rear end of cover outward and upward to unhook its bracket from the body.
4. Pull cover rearward and outward to release front attaching pin from hole in body bracket.



Installation:

1. Position cover to engage front attaching pin in body bracket hole.
2. Hook rear bracket over pin in body.
3. Press cover panel to body with one hand and push lever upward with the other hand until it locks behind lip of cover panel.

Note: If tire chains are installed on the rear wheels, the rear wheelhouse opening covers should be removed to prevent possible interference and damage to the covers.



EXTENDED VEHICLE STORAGE

If you plan to store your Buick over an extended period of time, certain steps should be taken to give it maximum protection. It is recommended that you write Buick Motor Division, Owner Relations Department, Flint, Michigan 48550, for detailed instructions on how to prepare your Buick for storage.

CARE OF THE INTERIOR

Dust and dirt that accumulates on the upholstery should be removed every few weeks with a soft brush, whisk broom or vacuum cleaner. Acceptable cleaners for fabric cleaning are available through Buick

dealers or other reputable supply outlets. Before attempting to remove spots or stains from upholstery, determine as accurately as possible the nature and age of the spot or stain, and the effect of stain removing agents on the color and its general appearance. For best results, stains should be removed as soon as possible..

Cleaning Fabrics With Liquid Cleaners

Use very little cleaner, light pressure, and clean cloths. With light pressure and a circular lifting motion, rub stained area starting at the outer edge and working towards the center. Blot dry with clean white blotter. If ring forms, clean entire area of the trim assembly. Some cleaning fluids are toxic so follow precautions on container.

Caution: When cleaning interior fabrics or carpeting, do not use volatile cleaning solvents such as: acetone, lacquer thinners, carbon tetrachloride, enamel reducers, nail polish removers, or laundry soaps, bleaches and reducing agents.

NEVER USE GASOLINE OR NAPHTHA FOR ANY CLEANING PURPOSE

Removal Of Specific Stains

Blood

Wipe with clean cloth moistened with cold water. Use no soap.

Candy

Chocolate, use cloth soaked in lukewarm water. Other than chocolate, use very hot water. Dry. Add light application of cleaner if necessary.

Chewing Gum

Harden gum with ice cube and scrape off with dull knife. Moisten with cleaning fluid and scrape again.

Fruit Stains, Liquor and Wine

Wipe with cloth soaked in very hot water. If necessary use light application of cleaning fluid. Soap and water not recommended as it might set stain.

Grease and Oil

Scrape off excess with dull knife. Use liquid cleaner application.

Ice Cream

Same as fruit stains.

Vomit

Sponge with clean cloth dipped in clear, cold water. Wash lightly with lukewarm water and mild neutral soap. If odor persists, treat area with a water-baking soda solution (1 teaspoon baking soda to one cup of tepid water). Rub again with clean cloth and cold water. Finally, if necessary, use light cleaning fluid application.

Paste or Wax Type Shoe Polish

Light application of cleaning fluid.

Tar

Remove excess with dull knife, moisten with cleaning fluid, scrape again, rub lightly with additional cleaner.

Urine

Sponge stain with lukewarm soapsuds from mild neutral soap on clean cloth, rinse with cloth soaked in cold water, saturate cloth with one part household ammonia water and five parts water, apply for one minute, rinse with clean wet cloth.

For more complete information, see your Buick Dealer or local dry cleaner.

CARE OF THE EXTERIOR

Washing

Dust, dirt and other gritty substances should never be dry-wiped from your Buick's "Magic-Mirror" acrylic finish. Wash your car often to keep it clean. Hot water, harsh detergents, and strong soap should never be used. In areas where salt is spread on icy roads, or calcium chloride on dusty roads, wash the car more frequently than usual to prevent damage to the finish. Some owners may prefer adding to the lustre of their car's finish by using Buick Finish Guard Wash and Glaze or equivalent as an additional washing aid.

Polishing And Waxing

Even though the acrylic paint on your car is more durable than conventional finishes, under certain conditions you may wish to wax or polish your car to provide maximum protection. Calcium chloride and other salts, road oil and tar, tree sap, chemicals from factory

chimneys and other foreign matter may damage any known automobile finish if allowed to remain in contact with the paint. Prompt washing may not thoroughly remove these deposits, particularly in areas where these exposure conditions are severe. Properly applied polishes and waxes, such as Buick Finish Guard Cleaner and Glaze, Porcelainize or Buick Finish Guard Hard Plate Wax or equivalent, will provide the best protection for your car.

Note: Some chemical cleaners used for removing road oil and tars from painted surfaces may be detrimental to acrylic finishes. When purchasing a cleaner, make sure that the contents can be safely used on an acrylic finish.

Metal Trim

To keep the bright metal trim sparkling like new, it should be washed with clear water, using a mild detergent. If rust or salt corrosion should appear on the chrome parts, they may be removed with Buick Rust Eraser or equivalent. Do not use scouring powders, cleaning compounds, or stiff brushes. An application of Buick Chrome Gard or equivalent will offer protection and retard deterioration of chrome plated parts.

Whitewall Tires

Use mild soap, warm water, and a stiff brush to remove road grime and curb dirt. For severe cases of dirt or grime, it may be necessary to use a fine steel wool. Never use gasoline, kerosene, or any oil product that will discolor or deteriorate rubber.

Fabric Roof Cover

Wash frequently with neutral soap suds, lukewarm water and a brush with soft bristles.

If cover requires additional cleaning after using soap and water, a mild foaming cleanser can be used. Rinse entire top with water, then apply cleanser to entire top. Scrub with a small, soft bristle brush, adding water as necessary. Remove soilage with cloth or sponge, clean again. After cleaning rinse generously with clear water to remove all traces of cleanser.

Important: Keep soaps and cleaners from running onto body and drying.

ENERGIZER (Battery)

Care of the Energizer is very simple but extremely important.

1. Check fluid level often; add colorless, odorless drinking water as required to bring level to split ring at bottom of filler well. Fluid level can be seen through Delco Eye:

Eye Dark — Level Correct

Eye Glows — Level Low



2. Keep Energizer clean. Brush clean with ammonia or baking soda solution; flush off with clean water. Apply petroleum jelly to terminals.
3. If Energizer performance becomes questionable, have your Buick dealer test it.

Caution: Since normal battery (or Energizer) chemical action generates hydrogen gas which is highly explosive when mixed with air, never expose the battery to an open flame or electric spark. Also, avoid getting battery fluid, which is sulfuric acid solution, on skin, on clothing or other fabrics, or on painted surfaces. Eye protection should be worn while working on the battery for any reason.

A WORD ABOUT VEHICLE EMISSIONS

All new 1968 Buicks are certified by the United States Department of Health, Education, and Welfare as conforming to the requirements of the regulation for the control of air pollution from New Motor Vehicles and New Motor Vehicle Engines.

General Motors has developed control systems which are highly effective in reducing undesirable crankcase and exhaust emissions. It is very important that the owner make certain that the engine is serviced regularly in order to maintain its efficiency and to keep emission below maximum allowable limits.

The emission control systems on your 1968 Buick are relatively easy to maintain, requiring only specific services as recommended by Buick. To function properly, these systems must be inspected periodically and an engine tune-up performed at specified intervals by qualified repairmen. For ready reference, pertinent information regarding ignition timing and idle speed and fuel mixture specifications is shown on a sticker affixed under the hood of your vehicle. Following the prescribed maintenance services will help assure cleaner air and will provide better running, longer lasting engines for greater all around satisfaction, economy and performance.

Positive Crankcase Ventilation (P.C.V.)

The Positive Crankcase Ventilation system, which is standard equipment on your vehicle, prevents emission of gases from the crankcase. The PCV system connects the crankcase and intake manifold of the engine and crankcase gases are returned through this system to the combustion chamber where they are burned. Periodic inspection and required servicing of your PCV system assures a cleaner, better-performing, longer-lasting engine. A plugged PCV system results in a loss of crankcase ventilation which can cause condensation of gases in the crankcase resulting in the formation of acids, sludge buildup and oil dilution. This also results in an increase in exhaust emissions due to carburetor enrichment.

Every 12 months or 12,000 miles, whichever occurs first, the PCV valve should be replaced. Also, all hoses, fittings and the inlet air filter should be inspected, cleaned and replaced if necessary.

Note: If the positive crankcase ventilator valve should become clogged, the engine idle will be adversely affected. Therefore, if the engine idle becomes too slow or rough, the ventilator valve should be checked before any carburetor adjustments are made to compensate for the trouble.

Controlled Combustion System (C.C.S.)

The Controlled Combustion System is designed to reduce air pollution from exhaust emissions by improving combustion efficiency. It is entirely separate from the Positive Ventilating system. This is done by providing heated air to the carburetor which permits running on

leaner mixtures for improved combustion. Other engine modifications consist of a special calibrated carburetor and distributor and related components. Complete effectiveness of the system, as well as full power and performance, depends upon idle speed, ignition timing, and idle fuel mixture being set according to specification. A quality tune-up, which includes these adjustments, should be performed periodically to assure normal engine efficiency, operation, and performance.

SPECIFICATIONS AND DATA

IDENTIFICATION NUMBERS

Vehicle Identification Number

This is the legal identification number which appears on the body and engine of the vehicle, is punched in the Owner Protection Plan booklet, imprinted on the Protect-O-Plate attached to the inside back cover of the Owner Protection Plan booklet, and on the Vehicle Certificates of Title and Registration.

- Body Location - Embossed on a plate attached to the top of the instrument panel on the driver's side and easily seen through the windshield from outside the car.
- Engine Location - On the 350-2 & 350-4 engines this number appears on the left, front face of the cylinder block. On the 430-4 engine it is stamped on the cylinder block to be viewed between the front branches of the left exhaust manifold.

Engine Production Code Number

This engine number has no legal significance, but identifies the type of engine for factory and dealer use. This number is also stamped on the engine block, and viewed between the branches of the left exhaust manifold.

Body Identification Numbers

The body style number, body serial number, trim number and paint code are shown on a plate affixed to the left side of the cowl and can be seen when the hood is raised.

MODELS AND DIMENSIONS

Series and Body Style	Model Number	Wheel Base	Over-All Length	Over-All Width	Height
Le Sabre					
2-Dr. Coupe Hardtop	45287	123	217.5	80.0	55.2
4-Dr. Hardtop	45239	123	217.5	80.0	54.7
4-Dr. Sedan	45269	123	217.5	80.0	55.5
Le Sabre Custom					
2-Dr. Coupe Hardtop	45487	123	217.5	80.0	54.8
4-Dr. Hardtop	45439	123	217.5	80.0	54.7
2-Dr. Convertible	45467	123	217.5	80.0	55.2
4-Dr. Sedan	45469	123	217.5	80.0	55.5
Wildcat					
2-Dr. Coupe Hardtop	46487	126	220.5	80.0	54.6
4-Dr. Hardtop	46439	126	220.5	80.0	54.5
4-Dr. Sedan	46469	126	220.5	80.0	55.3
Wildcat Custom					
2-Dr. Coupe Hardtop	46687	126	220.5	80.0	54.6
4-Dr. Hardtop	46639	126	220.5	80.0	54.5
2-Dr. Convertible	46667	126	220.5	80.0	55.0
Electra 225					
2-Dr. Coupe Hardtop	48257	126	224.9	80.0	54.8
4-Dr. Hardtop	48239	126	224.9	80.0	54.8
4-Dr. Sedan	48269	126	224.9	80.0	56.3
Electra 225 Custom					
2-Dr. Coupe Hardtop	48457	126	224.9	80.0	54.8
4-Dr. Hardtop	48439	126	224.9	80.0	54.8
2-Dr. Convertible	48467	126	224.9	80.0	54.8
4-Dr. Sedan	48469	126	224.9	80.0	56.3

ENGINE SPECIFICATIONS AND DATA

ENGINE	350-2	350-4	430-4
Bore and Stroke	3.80 x 3.85	3.80 x 3.85	4.1875 x 3.90
Compression Ratio	9.0 to 1	10.25 to 1	10.25 to 1
Cubic Inch Displacement	350	350	430
Horsepower (Taxable)	46.2	46.2	56.11
Horsepower (Brake)	230 @ 4400 RPM	280 @ 4600 RPM	360 @ 5000 RPM
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Code Number Prefix	PO	PF	PD

CAPACITIES

Item	U.S. Measure	Imperial Measure	Metric Measure
Gasoline Tank (Approx.)	25 Gal.	20.8 Gal.	94.5 Liters
Cooling System—350 Engine			
Less Heater	12.4 Qts.	10.3 Qts.	11.7 Liters
With Heater	13.2 Qts.	11.0 Qts.	12.4 Liters
With Air Conditioner	13.6 Qts.	11.3 Qts.	12.8 Liters
Cooling System—430 Engine			
Less Heater	16 Qts.	13.3 Qts.	15.1 Liters
With Heater	16.7 Qts.	13.9 Qts.	15.8 Liters
With Air Conditioner	17 Qts.	14.2 Qts.	16.1 Liters
Crankcase (All)	4 Qts.	3.3 Qts.	3.8 Liters
With New Filter	5 Qts.	4.2 Qts.	4.7 Liters

TUNE-UP SPECIFICATIONS

Engine Belt Tensions Consult Your Dealer

Distributor Point Opening016"

Distributor Point Dwell 30°

Spark Plugs:

350-2 & 350-4 Engines AC Type 45TS

430-4 Engine AC Type 44TS

Spark Plug Gap030"

Ignition Timing (Vacuum Advance Disconnected) 0° or T.D.C.

Engine Idle

Automatic Transmission (In drive range) 550 RPM

Manual Transmission 700 RPM

ENERGIZER SPECIFICATIONS

LeSabre Delco R59 — 2,900 watts @ 0°
61 Amp. Hrs. @ 20 Hr. Rate

Wildcat & Electra 225 Delco Y71 — 3,000 watts @ 0°
70 Amp. Hrs. @ 20 Hr. Rate

FUSES

FUSES AND THE CIRCUITS THEY PROTECT

<u>Ampere Rating</u>	<u>Length In Inches</u>
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CLK, LTR, CTSY, Glove Box, Dome, Buzzer & Trunk Lights	20	1¼
DIR SIG, BACK-UP, Cruise, & Rear Defroster	20	1¼
GAUGES, Fuel Gauge, Brake Warning Light, Oil, Hot & Generator Lights	10	1¼
HEATER-A/C Blower & Compressor Clutch	25	1¼
INST. LPS.	4	¾
POWER ACCSY, Power Windows, Top, Vents, Seat — Circuit Breaker on Fuse Block	40	1¼
RADIO & Dial Light, Power Antenna, Power Window Relay & Transmission Solenoid	10	1¼
STOP, HAZ. Flasher & Indicator Lights	20	1¼
TAIL, License, Cornering, Side Marker & Parking Lights, Instrument Lamps & Rheostat	20	1¼
WIPER & Washer Motor	20	1¼
Headlights — Circuit Breaker in Light Switch	15	¾

DO NOT USE

FUSES OF HIGHER

AMPERAGE

RATING THAN

THOSE SPECIFIED

LIGHT BULBS

<u>Location</u>	<u>Bulb No.</u>	<u>Candlepower</u>
Ash Tray	14455
Auto. Trans. Control Dial (Console)	1816	3
Back-Up (LeSabre & Wildcat)	1157	32-4
Back-Up (Electra 225)	1156	32
Brake Warning	194	2
Clock	1893	2
Cornering Lights	1293	50
Courtesy Lights, (Console and Rear Seat)	90	6
Courtesy Lights (Under Instrument Panel)	89	6
Cruise Control Indicator	181	3
Dome, Roof Center	1004	15
Generator Charge Indicator	194	2
Glove Box	1893	2
Headlight Hight Beam Indicator	194	2
Headlight, Type 1 (Inner)	4001	37.5 watts
Headlight, Type 2 (Outer)	4002-L	37.5-55 watts
Heater, Air Conditioner Control Dial	53	1
Instrument Cluster Dials	194	2
Lights, Wiper, Washer and Ignition	181	3
License	97	4
Oil Pressure Indicator	194	2
Radio Dial	1892	2
Side Marker, Front (Amber)	194-A	2
Side Marker, Rear	194	2
Turn Signal and Parking, Front (Natural Amber)	1157-NA	32-4
Turn Signal, Tail and Stop, Rear	1157	32-4
Turn Signal Indicator	194	2
Trunk	89	6
Water Temperature Indicator (Cold or Hot)	194	2

If difficulty is encountered in replacing a light bulb, consult your Buick Dealer.

OWNER OF AN ANTIQUE BUICK?

Although stock of many of the older, past model Buick Service publications have long been depleted, reproductions of these as far back as the 1910 Buick have been made available on 35 mm positive film. All service publications available for a particular model year are included in individual rolls of this film and priced at \$6.00 per roll.

Positive film can be viewed through a film strip viewer, or portions desired may be enlarged and printed by a local photographic studio. This isn't as convenient as the publication itself, of course, but does provide otherwise unobtainable information.

For information on available film reproductions for a particular older model Buick, write to:

GM Photographic Engineering Center
Microfilm Department
30001 Van Dyke Avenue
Warren, Michigan 48090



When ordering make check or money order payable to General Motors Photographic. No C.O.D. Please.

1968 SERVICE MANUALS AVAILABLE

A Service Manual is written primarily for the Service Technician with prior automotive training and equipped with the proper special tools. Although limited in use to the average individual, these publications are available for purchase.

If you wish to purchase one or both of these publications, please send a check or money order for the correct amount since C.O.D. shipments cannot be made.

Cut out at dotted line, include remittance, and send to:

Buick Motor Division, Service Publications Dept., Flint, Michigan 48550

_____ 1968 All Series Chassis Service Manual	\$6.00
_____ 1968 All Series Body Service Manual	\$3.25

Chassis Service Manuals include information on engines, transmissions, fuel system, drive line, rear axle, suspension, steering, brakes, electrical, accessories, etc.

Body Service Manuals include information on trim, seats, windows, doors, weatherstrips, convertible tops, body electrical, etc.

Please type or print clearly

Name _____

Address _____

Address _____

City

State

Zip Code

NOTE: Manuals are sent Fourth Class Mail from our warehouse so please allow ample time for delivery.



Buick dealers are conveniently located throughout the United States. To assist these dealers, Buick Motor Division maintains several Zone Offices in strategic locations. Should your Buick Dealer require assistance in serving you, ask him to contact his nearest Buick Zone Office.

BUICK ZONE OFFICES

Burlingame, **California** 94011
1800 Trousdale Drive

Van Nuys, **California** 91409
14140 Magnolia Boulevard

Denver, **Colorado** 80201
1871 South Bellaire Street

Jacksonville, **Florida** 32216
Room 110
4019 Woodcock Drive

Atlanta, **Georgia** 30324
1930 Monroe Drive, NE

Hinsdale, **Illinois** 60162
4425 Harrison

Shawnee Mission, **Kansas** 66202
6445 Metcalf Street

Needham Heights, **Mass.** 02194
99 Cabot Street

Detroit, **Michigan** 48235
14001 West Nichols Road

Minneapolis, **Minnesota** 55422
5738 Olson Highway

Clayton, **Missouri** 63105
20 South Hanley Road

Clifton, **New Jersey** 07011
1355 Broad Street

Egbertsville, **New York** 14226
4564 Bailey Avenue

White Plains, **New York** 10604
230 Westchester Avenue

Charlotte, **North Carolina** 28201
1051 East Morehead Street
Suite 200

Cincinnati, **Ohio** 45202
1217 Federal Reserve Bank Building
Fourth & Race Streets

Cleveland, **Ohio** 44116
20102 Center Ridge Road

Oklahoma City, **Oklahoma** 73105
4040 Lincoln Boulevard

Portland, **Oregon** 97229
14250 N.W. Science Park Drive

Fort Washington, **Pennsylvania** 19034
514 Pennsylvania Avenue

Pittsburgh, **Pennsylvania** 15220
Two Parkway Center
875 Greentree Road

Memphis, **Tennessee** 38117
5264 Poplar Avenue

Dallas, **Texas** 75235
Suite 921, Frito-Lay Building
Exchange Park North

Houston, **Texas** 77001
6535 SW Freeway

McLean, **Virginia** 22101
7711 Old Springhouse Road

Milwaukee, **Wisconsin** 53222
10001 West Lisbon Avenue

Vancouver, B.C.
900 Terminal Avenue

Calgary, Alberta
4220 Blackfoot Trail

Regina, Saskatchewan
8th Avenue & Toronto Street

Winnipeg, Manitoba
1345 Redwood Avenue

London, Ontario
Box 3412 - Terminal "A"

Ottawa, Ontario
875 Belfast Road

Toronto, Ontario
68 Richmond Street, E.

Pointe Claire, Quebec
5000 Trans-Canada Highway

Moncton, New Brunswick
653 St. George Street

CANADIAN GENERAL MOTORS ZONE OFFICES

GENERAL MOTORS OFFICE IN MEXICO

General Motors de Mexico S.A. de C.V.
Av. Ejercito Nacional No. 843
Mexico 5, D.F.

1385486

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*Remember, Your Buick Dealer
Knows your Buick Best . . .*

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